# COMMERCIAL MOTOR

FRIDAY, JANUARY 9, 1959 ONE SHILLING

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Lefchworth Bacon

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NEW COMFORT, new power and new running economy are built into this fine new range of forward control Commers. A wide-vision cab, a new six-cylinder diesel engine with chrome-plated cylinder bores, superlative engineering craftsmanship to give sturdy, long-lasting reliability—all backed by the superb Rootes service organisation.

# Other outstanding features are:

- \* All-steel 3 seat cab cool, comfortable and quiet.
- $\star$  Handsome appearance.
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- \* Deep, panoramic, one-piece windscreen.
- \* Chrome bore petrol engine also available.

# COMMERS petrol or diesel

ROOTES PRODUCTS-BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDS.

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THE COMMIRCIAL MOTOR JANUARY 9 199

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overcome safely and surely
overcome safely and surely
overcome safely and surely
all adverse road conditions.
There's a size and type for every wheel.
There's a size and type for every wheel.

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Homalloy cabs and commercial vehicle bodies can be seen on trunk roads throughout the world. Tippers, tankers, platforms, vans, or 'specials'; Homalloy make them all! There's a Homalloy answer to your transport problem—Ring



Homalloy All-Plastic Large-capacity Luton Van Body and Cab on Albidon Aberdonian Coach Chassis, Overall length 30 ft. Capacity 2,000 cu. ft.

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A wide, flat tread — simple but effective, for resistance to skid and irregular wear.

Buttress designed for rapid dissipation of heat build-up.

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Non-directional tread with heavy shoulder lugs for additional traction on soft ground. Centre ribbed for long mileage.

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Dual-Grip pattern with additional scuff bars, minimising sidewall wear due to kerbing.

### LIGHT TRUCK

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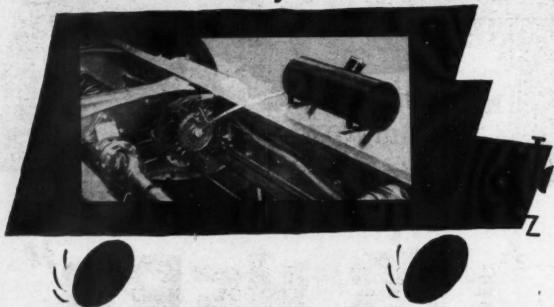
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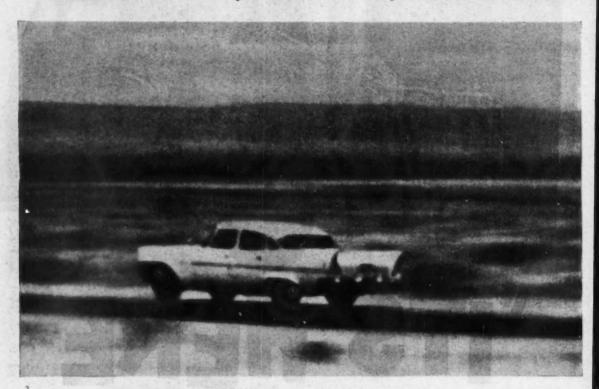
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'TYREX' is a striking new achievement of British science—a new kind of tyre cord that makes possible a new standard of comfort, safety and economy in tyres.

'Tyrex' was developed by Courtaulds *specifically* for use in tyres. It has been exhaustively tested against certified specifications.

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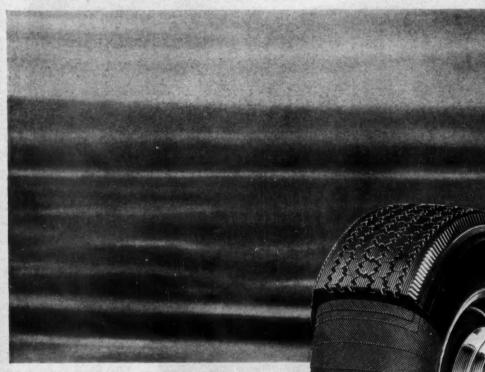
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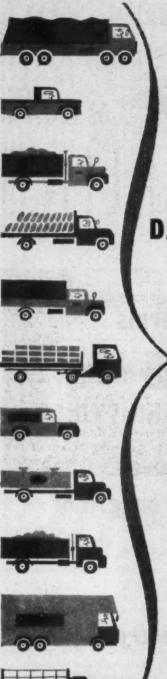
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is less than the distance travelled by a bus operated by Compania Peruana de Omnibus S.A. which covered

# 50,00

without it being found necessary to dismount the engine for repair.

The original set of Specialloid pistons was used throughout the entire distance.

The following is a translation of an Affidavit drawn up by Dr. Daniel Cespedes, Notario Publico, y de Hacienda:

### COMPANIA PERUANA DE OMNIBUS S.A.

PARQUE UNIVERSITARIO 1308

AV. PROLONGACIAON CANGLEO SSO

Herewith we wish to certify that Omnibus No. 2., of "SCANIA VABIS" make, Motor No. 62. 1.79, Chassis No. 91.9.70, which operates on the Lima-Ica Line, has run 1,200,000 kilometres without it being found necessary to dismount the engine for repair.

Lima, 9th April, 1957 PERSONAN ORNIBUS COMPANY LIMITED J. BLUME T. Principal of the Transport Depart

The undersigned, PUBLIC NOTARY AND COMMISSIONER FOR OATHS, CERTIFIES that Mr. JUAN BLUME TRAVERSO, proving his identity with his electoral papers number six hundred fourteen thousand five hundred and ninety four and his military papers number eight hundred and seventy seven thousand six hundred and saxty two, was present in the offices of the aforesaid Public Notary, with the object of having legalised his signature in the DECLARATION which he has sugged as Technical Principal of the Transport Department of the Peruvian Omnibus Company Limited, ratifying before me the said declaration which he now repeats and says as follows: "Herewith we wish to certify that Omnibus number two, of "SCANIA VABIS" make, Motor number sixty two thousand one hundred and seventy, which operates on the Lima-lea Line, has run one million and two hundred thousand kilometres without it being found necessary to dismount the engine for repair", which he spins again in my presence, in Lima, on the thirteenth day of the month of April of the year one thousand time hundred and fifty seven.

DR. DANIEL CESPEDES NOTATIO PUBLICO Y DE MACIENDA



We are proud to have been associated in this remarkable achievement, with the SCANIA-VABIS COMPANY who fit

pecialloid PISTONS

as original equipment

SPECIALLOID LIMITED . BLACK BULL STREET . LEEDS 10

# HANDS G TYPE FULLY UNIVERSAL AUTOMATIC TRACTOR & COUPLING SEMI-TRAILER COUPLING

(6-12 TONS)

# A PROVED AND TRIED PRODUCT!

SUITABLE FOR ALL DROP FRAME TRACTORS
AND MANY OTHERS BY CONVERSION

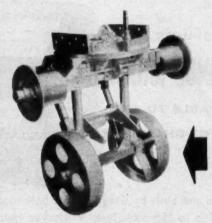
# 'G' TYPE UNIVERSAL AUTO-MATIC TRACTOR GEAR

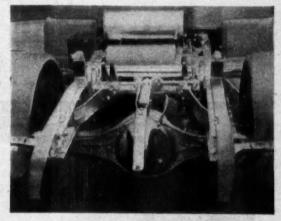
Coupling of semi-Trailer is carried out by backing the special Tractor ramps under the rollers on the semi-Trailer forecarriage. As the rollers run up the ramps, they strike the robust coupling forks, moving them to the coupled position, where they are automatically and positively locked by triggers held in place by two powerful compressor springs against two rubber buffers.

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Release is controlled from cab by hand lever, vacuum air or hydraulic, according to Chassis. A special dual valve enables all brakes to be applied by Tractor foot pedal, or semi-trailer brakes only by hand control on steering column.

This is a tested and superlatively safe product suitable for all types of semi-Trailer fitted with retractable forecarriage 6, 8, 10 or 12 tons.





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This appliance will couple to HANDS 'G' and 'Gj', 'j' and all other makes of similar automatic tractor coupling gears.

Support wheels are automatically retracted as coupling takes place, and lowered when uncoupled; in this position they are securely locked by gravity operated catches. Large diameter turntable plates are fitted for distributing loads and for stability. Support legs are of exceptionally robust construction. Braking and lighting systems are automatically connected when coupling takes place.

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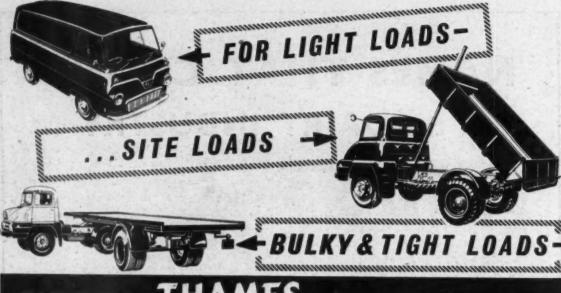
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# Ten-Ton Payloads ... WEIGHT FOR IT!

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The following engine units are available in this range:

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B17

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18' 6" Three deck W/A Type cattle container



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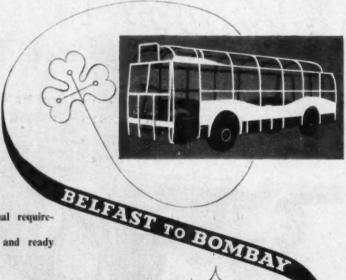


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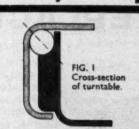




FIG. 2. Shows how smaller spacer balls reduce friction, only the alternate larger balls are load carriers. Note how contacting surfaces move in same direction in CRANE system (A) compared with conventional method (B)

write for full details to:



CRANES (Dereham)

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'LEVEROLL'
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SUSPENSION

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- isolates the driver from vibration caused by rough roads
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and therefore provides the man at the wheel with the most comfortable and smoothest ride.

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# CHAPMANS

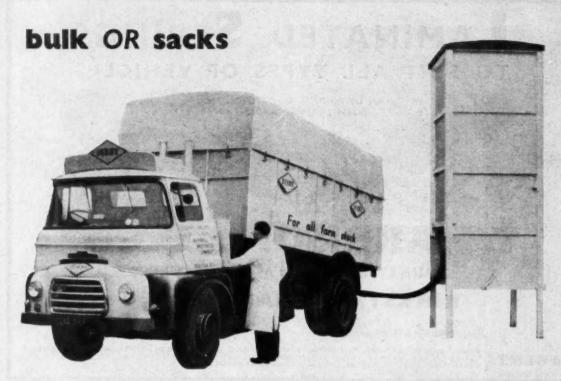


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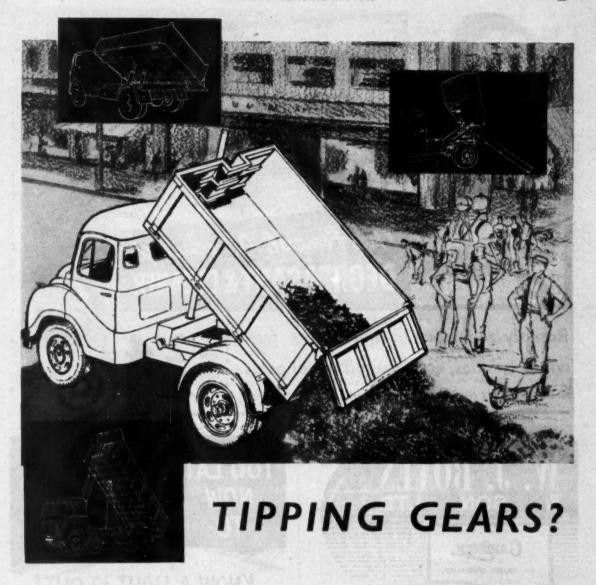
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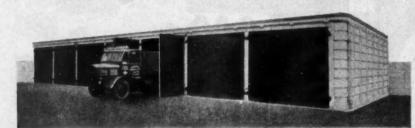
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# INDEX TO ADVERTISERS

Name			Page
A			
Abboffex, Ltd.		**	24
Albina Massas Ind		**	. 3 -
Alloy Transport Sections, Ltd.			8
Alma Garages (Bristol), Ltd.			. 83
Armstrong Patents Co., Ltd.			16
Associated Industrial Consultar	165	**	81
Ackinson Vehicles, Ltd	**		54
Bennett (Hyde), Ltd.		4.6	26
Boden Trailers, Ltd.	64.	68	81
Bonallack & Sons, Ltd	20	10	43
Borg & Beck Co., Ltd	4.4		k Cover
Boyes, W. J., & Son, Ltd	1.4		
Boys, Henry, & Son, Ltd	***	18	82
Breakdown Section	***		37
British Belting & Asbestos, Ltd			4.0
British Trailer Co., Ltd Brown, David, Corporation (S	alan)	tod.	
Bulkmobile	mest.	erea.	23
Burgess Products Co., Ltd.	**	21	22
Burgess Products Co., Ltd.	**	**	.,
C			
Cape Asbestos Co., Ltd., The		C	alour 14
	**	-	Colour 6
Cone Led			82
Ceag, Ltd. Chapman, A. W., Ltd.	**		82
Commer Cars, Ltd.	*		ne Cover
Courtaulds, Ltd	150		687
Cranes (Dereham), Ltd			21
C. and Continued in the		1	200
D			
			- 44
Dagenham Motors, Ltd		+8	16
Davies Tyre Co., Ltd.	30	20.00	
Deb Chemical Proprietaries, L	.Ed.	Core	our 4 & 5
Denniss Garage, Ltd. Duckham, Alexander, & Co.,	1.00	**	40
		15	93
Duramin Engineering Co., Ltd.		**	0.00
Durrant a Concrete Co., Lie.	88	**	21
· I For the Control of the			
Edbro-B. & E. Tippers, Ltd.		**	., 25
E.R.F., Ltd. ,	**		. 5

Name		Page			
Ferraris of Cricklewood, Ltd. Firestone Tyre & Rubber Co., I Fletcher Miller, Ltd.	Lid.	. co	84 lour 16		
G					
Girling, Ltd. Goodyear Tyre & Rubber Co. (	Grea	: Brita			
Gregory's of Uxbridge, Ltd. Grill Floors, Ltd. Guy Motors, Ltd.	**		12 17 53		
H					
Hands (Letchworth), Ltd. Harrison, T., & Co. (Leeds), Lt Holmes (Preston), Ltd	ď.		:: 11 :: 24 :: 1		
1					
Imperial Chemical Industries, I	Ltd.	0	Colour 7		
1					
Jennings, J. H., & Son, Ltd. Jordan, R. A., Ltd.			20		
K					
Keith & Boyle (London), Ltd.			82		
L. Charles					
Lake & Elliot, Ltd	Insi	de Bac	k Cover		
H					
Matthews, H., Ltd. Metalock (Britain), Ltd. Metalock (Britain), Ltd. Mitchell, L. A. (Motors), Ltd. Morris Commercial Cars, Ltd. Mullard, D. A., & Co., Ltd. Mullard, D. A., & Co., Ltd.			82 18 20 62 Colour 9 81	The state of the state of	
N					
Newcastle (Scaffs.) Motor Co., Normand, Ltd., Norrish, S., Ltd., North Central Wagon & Fina			03 24 26 l 9		

Name	Page	
Programme Substitute		
Parsons Chain Co., Ltd	Colour 8	
R		
Raybestos-Belaco, Ltd. Regent Axle Co., Ltd., The Regent Oil Co., Ltd. Regent Oil Co., Ltd. Regent Tyre & Rubber Co., Restall Bros., Ltd. Robinson, L., & Co. (Gilling) Ross Garages (Sales), Ltd. Rubber Bonders, Ltd.	ham). Lrd 82	
THE STREET		
Scammell Lorries, Ltd	18	
Taskers of Andover (1932), Tecalemit, Ltd. T.G.B. (Motors), Ltd.	Ltd 27	
Vauxhall Motors, Ltd	Colour 1, 2 & 3	
w		
Weaver Manufacturing & En Westinghouse Brake & Sign Whitehouse Industries, Ltd	ngineering Co., Lcd. 42 nal Co., Lcd	
Y	The Little State of the	
York Trailer Co., Ltd	m25	

B25



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# Vital Statistics

Require Careful Scrutiny

T is possible that, as a result of the Transport Tribunal's written judgment on the appeal by J. Stamper and Co. (Haulage), Ltd., Licensing

Authorities will in future submit statistical evidence to even closer scrutiny than before. Objectors may also be more sceptical of accountants' figures. The evidence given in that case was strongly criticized and the Tribunal's remarks, although they leave something to the imagination, should be heeded by applicants.

It is clear that the Tribunal regard accountants' figures as by no means sacrosanct. Each of the three sheets of a summary of the traffic carried by the company "bore the undated signature of someone acting in the name of a firm of chartered accountants," the judgment comments. "What the person who signed them meant to convey by signing them did not appear. It is not however, unreasonable to suppose that, whatever he meant to convey, his signature was regarded by everybody as clothing the figures with some degree of professional authority.

The cloak did not impress the Tribunal, and they obviously think others should not have been overawed by it. If the signatory had dated the documents and given a written certification of their accuracy, they might perhaps have been treated as bearing a more professional stamp.

### **Figures Not Checked**

The Tribunal appear to have been surprised that no one sought to test the accuracy of the particulars given of the tonnage and the receipts of the company's vehicles by setting the figures against the number of vehicles available. This is a fundamental check of authenticity which all Licensing Authorities may in future be expected to make.

Application of this test by the Tribunal produced a result which they found to be "literally incredible." They were completely unable to reconcile the unladen weights of the vehicles with the earnings, which, according to the figures, amounted to much in excess of £3,000 per ton unladen per year.

Stress was laid during the hearing on the heavy cost of maintenance of the existing vehicles, and files of invoices produced by Mr. John Stamper, managing director, showed that in the case of four of them,

Accountants' Figures Submitted amounts ranging from £1,302 to £1.721 had been spent on each in in Support of Licence Applications two years. Mr. Stamper declared that he and his colleagues had been shocked by these sums. This

> statement underlines the importance of regular cost recording and of the frequent scrutiny of all items of account, so that no expenditure comes as a surprise.

> Although the Tribunal were critical of Mr. Stamper's evidence, they did not impute to him any suspicion of bad faith. Rather did they suggest that, as managing director of the appellant company, a haulier on his own account and chairman of two companies in Liverpool, he was taking on too much in making himself responsible for the figures.

> The obvious lesson is that anyone who seeks to present and justify statistical evidence should be completely familiar with it. Often a manager engaged in the dayto-day working of a company might be a better witness than a managing director whose concern was more with policy.

### Greater Weight, Same Capacity

Stamper's had applied to the Northern Deputy Licensing Authority to replace five vehicles on special A licences by a similar number of vehicles on a public A licence. An increase of total unladen weight from about 15½ tons to 26 tons was required, although the effective carrying capacity would be no greater. The appellants argued that their vehicles were fully employed and that the kind of work undertaken demanded heavier and stronger equipment.

The Tribunal point out that the case was presented to them and to the Deputy Licensing Authority as analogous to a normal "renewal" application. They did not, unfortunately, say whether, in their view, this approach was proper. They merely state that, if such an application were to succeed, it was essential, "all other questions apart," for the full employment of the fleet to be proved. In this case it was not.

It might also have been helpful if the grounds on which the Deputy Licensing Authority refused the application had been explained. The Tribunal upheld his decision, but they did so as the result of a statistical examination which the Deputy Licensing Authority had apparently not made. It would be interesting to know by what paths the two arrived at the same conclusion.

FOR some time members of the North Western (Eastern) Area of the Road Haulage Association have been considering the establishment of a clearing house or its equivalent. Divergences of opinion have naturally arisen and there seems to be no immediate prospect of the idea being brought to fruition.

The Association cannot, of course, indulge in trading, but there is nothing to prevent individual members from banding together to exchange traffic, as they have already done in south-west England. Whether they should set up a new organization, in preference to using the established machinery of a body such as Associated Road Transport Contractors, is, however, doubtful.

R.H.A. policy rightly encourages co-operation between hauliers and aims at the preservation of fair rates. Economic charges are more likely to be maintained by a well-organized exchange of traffic between hauliers through a group, such as those already in

existence in Sheffield, Nottingham, Macclesfield and elsewhere, than by indiscriminate sub-contracting. Grouping on these lines could do much to uphold the schedule of fair rates between 77 key towns which was submitted on Wednesday to the long-distance hauliers' committee of the R.H.A.

A co-operative organization of hauliers is entitled to membership of the R.H.A. clearing house group and to any benefit accruing from it. Established clearing houses already on the R.H.A. approved list might object to competition from a hauliers' group, but interworking among operators need not exclude the use or participation of reliable clearing houses.

Grouping need not cause hauliers to lose their identities, and it is highly desirable among those who are not in a strong competitive position. Even for others it has marked advantages in enabling loads to be secured quickly and at profitable rates.

# **Passing Comments**

# Perkins Take to the Water

IT is interesting to note that F. Perkins, Ltd., who are well established in the field of automotive, industrial and marine oil engines, are just starting production of a series of two-stroke petrol outboard motors for boats.

Mr. F. A. Perkins, the company's chairman and joint managing director, announcing these, stated that the new range was of major importance to the boating world. His company thought that they would fill an existing gap for this type of power unit on markets in this country and overseas. He added that it should not be thought that this was the only development envisaged by the company, and that other new products were being considered.

It will be recalled that Perkins announced last October that a new division had been formed to develop and introduce new products into the organization, but no hint was given as to what these might be. The outboard engines are obviously the first step in this venture. They are of American design, and Perkins have acquired the sole manufacturing rights from the Oliver Corporation of Chicago, U.S.A. All the specialized plant for the production of the units is being acquired from Oliver, and the three engines will be classified as of 6 h.p., 16 h.p. and 35 h.p.

### The "Old Lady" Retires

THE "tree-cutting" bus "Ada," owned by the East Kent Road Car Co., Ltd., has been a familiar sight on the highways and byways, but has gone on its last journey—to a scrapyard.

Built in 1934 with a Daimler chassis and a Weymann body, Ada was one of the first oil-engined, all-metal-bodied buses, and she began her life as a demonstration vehicle. Later she entered public service, being operated in blue livery by the Isle of Thanet Electric Tramways and Supply Co. until they were taken over by East Kent in 1937.

During the last war, Ada went into action at "Hellfire Corner" as a mobile canteen for the East Kent bus staff at Dover. Bombed out of their headquarters, shelled en route, bus crews with no fixed abode would raise a cheer at the sight of the old lady emerging through the dust and rubble with welcome hot cups of tea.

When peace came, she returned to carrying passengers on the Margate-Herne Bay route (No. 35) for six years. Then, in 1951, she was shorn of her seats, roof and upper deck windows and converted into a tree-cutting vehicle.

Manned by tree-cutters J. R. Hulks, F. W. Hawkins and E. S. Dennis, all of the Herne Bay Depot, she spent her winters keeping the bus routes clear of overhanging branches and her summers comfortably tucked away in the Faversham garage.

Now Ada is no longer able to carry holiday-makers, tea urns or trees and she will be replaced by a war-time Guy with Park Royal highbridge body, similarly converted.

### Small Oil Company's Progress

THE popular and versatile chairman of United Lubricants, Ltd., Mr. D. M. Glover, and his fellow-directors, must have been pleased at the reception given to them by shareholders at the annual general meeting held on December 31.

Although small, compared with the big fellows in the oil industry, and having passed through some difficult periods in their earlier days, the company certainly appear to be on a flowing tide to success. The dividend for the past year, increased to 15 per cent. is more than twice covered by the net profits, and trading for the current year shows a marked rise. Sales of their products in America, South Africa and elsewhere are encouraging, and steps are being taken to promote them in more countries, whilst the new subsidiary, United Lubricants (Fuel Oils), Ltd., are rapidly expanding and their fleet of seven road tankers will soon have to be enlarged.

Plans have been made to concentrate administration at the Fulham factory where a modern office block is to be built on property which will also permit the factory to be fed direct from the river.

It was interesting to learn that several shareholders had written to inquire as to what was being done in connection with the welfare of the employees, and it was announced that the relationship between them and the management was most cordial, whilst the benefits included a satisfactory pension scheme. This is more than has been achieved by some much larger concerns in the motor industry.

### Do Not Add to Congestion

IT is usually easier to observe faults in driving when there is intense traffic congestion as occurred during the Christmas period and three, which did much to impede the flow, were particularly noticeable.

Many drivers will persist in following nose to tail whatever be the circumstances, thus often impeding cross-wise traffic, because their vehicles remain blocking the way

until the vehicles in front proceed.

Similarly, remarkably few give way to traffic issuing from side streets. They close right up, although there may be a long trail of stationary vehicles in front. It is observable, however, that those at the wheel of commercial vehicles often have more consideration and allow other traffic both to turn in to and issue from these streets.

The second fault is in turning to the right at cross-roads. A great many drivers make too sharp a turn, instead of proceeding to the other side and then carrying out the operation. Where a crossing is police-controlled, whether there are traffic signals or not, one of the most frequent signs of the constable concerned is to becken to drivers to

bring their vehicles towards and behind him with this object in view. Failing to observe this point often results in those wishing to turn obstructing oncoming traffic when it should be free to move.

The other point is lack of preparation for a left-hand turn. It may, of course, be difficult to get near the kerb, but when a driver knows that he has to turn to the left, he should endeavour to get into the near-side line of traffic so that he does not have to obstruct this when turning, or be forced to wait, thus holding back the outer line until his path is clear. Attention to details like this would do much to ease congestion.

## Limited But Effective

ONE of the advertisements on a very limited number of London's buses attracts much attention, particularly from American visitors. It states that the bus carrying it is one of the three which ran 12,000 miles without trouble on a trip to America, and that this was helped by the use of Mobiloil.

# One Hears-

Of someone who asked whether Min Tex was a good sport.

That oil engines have been fitted to two vans carrying monkeys for B.O.A.C.

That this is certainly not making a monkey out of the oil engine.

That even better lighting on roads might not make them safer for the drivers who are already "lit up."

From a girl of the "old brigade" expressing interest in the proposed dinner for the old boys and looking forward to reading about the event.

That through her late brother, E. S. Shrapnell-Smith, she was connected with road transport in the days when the veteran Sir John Thornycroft was usually referred to as "young John,"

The somewhat mixed statement that if the Chancellor of the Exchequer permits more money for motorways, he will be backing the right horse.

That to prevent backache or pulled muscles when lifting a load, squat close to it, bend the knees, keep the back as erect as possible and raise by straightening the legs.

From a lame reader, asking how a "ghost conductor" can gauge the length of time necessary for the maimed, the halt and the blind to board or alight from a bus in safety. That Courtaulds Tyrex is a true yarn and not merely a tall story.

Of an interior rear-view mirror that automatically tilts when a vehicle with dazzling lights draws up behind.

That this mirror and an automatically dipping headlight system are available on 1959 Chrysler cars.

That in any dispute, local, national or international, the high horse does not provide the best viewpoint to ensure unbiased judgment.

From a driver, that every child in his delivery district appears to have had roller skates in his stocking and uses the roads for practising, with little attention to other wheeled traffic or safety.



# **Bulwark Transport Take** Over John Ancliff

A NEW factor will be introduced into bulk liquid transport in the north-west, following the sale of the old-established business of John Ancliff and Co., Ltd., Manchester, to Bulwark Transport, Ltd., who are controlled by the United Transport Co., Ltd. United Transport have wide interests in passenger transport and haulage at home and in Africa, the West Indies and Canada. The transfer took place last Friday. Mr. F. W. Hodgkinson, Bulwark Transport's managing director, told The Commercial Motor that Ancliff's would become a wholly owned subsidiary of Bulwark Transport, just as Bulwark were wholly owned by United Transport,

Ancliff's will be controlled by the Bulwark Transport board, with Mr. Hodgkinson as managing director of both companies. At present, Ancliff's have 14 tankers on public A and contract A licences, but Mr. Hodgkinson plans to equip them with a completely new fleet of stainless steel tankers, with a new depot in the Manchester area.

Ancliss's offices will remain at Mount Street, Albert Square, Manchester. At one time they had a Liverpool office, but this was closed down on the death of the branch manager.

There has been considerable speculation recently regarding the probable destiny of the Ancliff business and the latest move obviously opens the doors for important developments. As is widely known, the Bulwark organization already have about 300 tankers. Bulk liquid transport is the primary function of Bulwark Transport (London). Ltd., and of Bulwark Transport (Africa), but the United Transport group includes a further 10 companies doing haulage in the wider sense.

Founded in 1934, Bulwark originally served only the milk industry, but liquids of almost every kind are now handled. They now include such widely differing loads as oils, chemicals, flour, cider, grain, acids, beer and glycerine. A considerable business is done in contract operation, with many famous manufacturers regularly using Bulwark's service.

Distribution is carried out over the entire country, including Northern Ireland, and tanker mileage totals something in excess of 6m. annually. The main workshops are at Chippenham, but there are also depots at London, Gloucester and Stanford-le-Hope (Essex).

Founded 47 years ago, the Ancliff business was one of the pioneers, towards the end of the 1920s, of the carriage of liquids in bulk. In 1924, Ancliff's ran a 24-hour service with liquids in bulk from Liverpool to Manchester. In the early oblong tanks were mounted on platform vehicles and some of these remained in use until 1939.

#### \$9,000 FOR MR. ROMER?

SHAREHOLDERS of Associated Com-mercial Vehicles, Ltd., will be asked at the company's annual meeting on January 27 to approve the payment of £9,000 compensation for loss of office to Mr. A. J. Romer. The re-organization of the group made his post of director of engineering and development superfluous. Consequently, Mr. Romer resigned.

# B.R. "Change of User" Plea Fails

INACCURATE information on a licence renewal application form can store up trouble for hauliers. The East Midland Licensing Authority, Mr. C. Hodgson. pointed this out at Nottingham, on Monday, when British Railways objected to an application by the Buckland Haulage Co., Ltd., Heanor, Derbys, for the continuation of an A licence for a pole wagon. They wanted a normal user specialized traffic, Great Britain.

Mr. W. Morton, for Buckland, said that Mr. L. Smith, now a minor shareholder, had held a licence since 1930. During the war his vehicle was converted for the carriage of round timber and a certain amount of prefabricated concrete and steel was also carried.

In May, 1954, the business was taken over by the present owners and converted into a limited company. A normal user of "general goods, Great Britain" was then granted. There had been a fallingoff in home-grown timber and the work was now mainly long lengths of steel and concrete.

Answering Mr. A. J. F. Wrottesley, for the railways, Mr. Smith said that although "round timber, Great Britain" was the normal user granted on renewal in 1953, it was not the whole of his work.

In evidence, the company's secretary, Mr K. I. Searson, said the carriage of timber was only about 25 per cent, of the work when the business was taken over. The earnings of the vehicle for the 12 months ending December, 1957, were £5,812, and for the 11 months to November, 1958, £4,707.

Mr. Wrottesley submitted that in the even months between the renewal in 1953 and the take-over there had been a complete change of user. Nine similar vehicles were operated in the Derby area and there were many spare rail wagons.

Granting the application, Mr. Hodgson said it was an interesting case. It was clear that the difficulties were due to inaccurate answers to question 7 on form GV1A. In 1953, insufficient information was given and in 1954 too much was applied for. Although for a period the main work was timber. Buckland's business had been general haulage for 30 years. They should not be penalized simply for inaccuracies.

## Tonnage Rate Schedule for 77 Routes

A SCHEDULE of recommended fair tonnage rates between 77 key places was presented on Wednesday to the longdistance hauliers' committee of the Road Haulage Association. It had been compiled by the rates sub-committee.

The rates are based on a 10-ton load and on average operating conditions. Extra amounts have to be added in cases where loads are of high value or are liable to theft or damage, are difficult to handle or are of exceptional bulk. Allowance also has to be made for terminal delays and for multiple collections and deliveries.

It is not yet known whether the schedule will be published. Some members of the committee believe that if the rates were known they might quickly be undercut.

Another matter considered by the longdistance hauliers' distance hauliers' committee was a suggestion by Mr. R. N. Ingram, national chairman, for an inquiry into transport.

### MORE TO PAY FOR LOST PROPERTY

REGULATIONS made by the Minister of Transport, authorizing coach and bus operators to increase from 3d. to 1s. the basic charge to claimants of lost property, came into force on Tuesday. At the same time, the maximum award payable to conductors for lost property handed in was increased from £2 to £4.

In addition to the basic charge, claimants of articles worth more than 2s will continue to pay one-twelfth of the value as a reward to the conductor. The increased maximum of £4 will thus affect only articles worth more than £24.

London Transport vehicles are covered by separate regulations.

### PICKFORDS TAKE OVER

ORIGINALLY founded in 1835, the removal business of Ormesher and Timsons, Ltd., Stockport, has been taken over by B.R.S. (Pickfords), Ltd. The firm were acquired in 1913 by Mr. Thomas Ormesher, the great-grandson of the founder, and in 1945 were incorporated in the Timson group.

Mr. Ormesher is one of the best-known members of the removal industry and has served on the executive council of the National Association of Furniture Warehousemen and Removers for more than 30 years. He was president of the Association in 1936.

### LOWER FUEL TAX REVENUE

REVENUE from duties on hydrocar-bon oils in the year ended March 31, 1958, dropped by £16m, from the previous year's figure to £322m. Consumption of petrol was 31 per cent. less than in 1955-56 because of rationing, but more derv was used.

Purchase tax on vehicles yielded £134m., a rise of £20m. These figures are given in the Customs and Excise Commissioners' annual report (Stationery Office, 9s. 6d.).

# Special A to A Transfers: First Cases Bring Advice to Operators

THE expiration of special A licences has resulted in applications for transfers to public A licence in the West Midland, North Western and Western Traffic Areas. Cases heard at Manchester and Birmingham this week were unopposed, but an operator at Bristol came up against an objection from British Railways. Mr. W. P. James, West Midland Licensing Authority, gave some helpful advice to special A operators when he heard his first case on Tuesday. He said hauliers who had special A licences expiring on different dates could apply when the first expired for a public A licence to cover all vehicles.

He was hearing an application by Astbury Haulage, Bridgtown, Cannock, and said the procedure to be followed had been brought to the notice of the trade associations in the hope that operators would know what was required. Consequently, the time spent at public inquiries would be reduced.

Now that the second phase of denationalization had been reached, the information he required could be summarized as follows:—

1. From where has the vehicle been operated?

2. What is the normal user?

3. What has the vehicle been doing while in the applicant's possession? To be shown in terms of tonnage, destinations served and nature of traffic.

4. What has it earned? These figures must be certified by an accountant.

All these details were included in a circular which accompanied the application forms sent to operators.

### Operators' Option

The option remained with operators whether to apply en bloc, but it would save time and reduce the number of public inquiries. Some 1,000 special A licences would expire during the next 12 months, and this work, in addition to normal work, would place a heavy burden upon the licensing machine.

Granting the application, which was unopposed, Mr. James said that although the figures presented showed only gross earnings for the fleet of nine vehicles, the total of £41,702 for 12 months, together with the customer evidence, satisfied him that the three special A vehicles were fully employed.

In order to put all his fleet on the same

basis, Mr. F. C. Jackson, Bollington, applied for 11 vehicles to be placed on public A licence with the same normal user at Manchester on Monday.

Four of the 11 vehicles were already on public A licence, but the special A licence for the other seven expires at the end of February. Mr. Jackson wanted those seven vehicles converted to public A. There were no objections.

He told the North Western Licensing Authority, Mr. F. Williamson, that the normal user required was: "General goods, Lancashire, Cheshire, Derbyshire, Scotland, Midlands and the north-east coast." He said that in the past he had used his fleet indiscriminately, making little difference between the two classes.

Mr. Williamson said there was adequate need for the conversion,

### B.R. Objection Mystifying

Opposition by British Railways was withdrawn at Bristol, last week, when R. and W. Febry, Chipping Sodbury, Glos, sought the transfer of eight special A-licence vehicles to A licence. Mr. R. Webb, for the railways, explained that their objection had been lodged because Febry's were not a small concern—they had 94 vehicles and a trailer under various licences. However, having investigated figures and traffic, the railways did not want to pursue the objection.

Mr. T. D. Corpe, for Febry's, said it was the first case of its kind in the Western Area, but he was at a loss to understand why there was any opposition as the vehicles required were exactly the same as those specified on the special A licence.

Mr. S. W. Nelson, Western Licensing Authority, granted the application.

# Evidence for C and D Lorry Unsatisfactory

STATING that a Manchester haulage company's evidence was unsatisfactory, the North Western Licensing Authority, Mr. F. Williamson, agreed to the withdrawal of their application for a B-licence collection and delivery vehicle to feed their long-distance fleet, at Manchester, on Monday.

Mr. T. Booth, for T. Swindells and Son (Hauliers), Ltd., said they wanted to speed up their long-distance deliveries. Customers had complained about delays, caused through the lorries being engaged on collection and delivery work.

The managing director, Mr. J. Wolfenden, said they had had difficulty in hiring satisfactory hauliers. In the past, breakages had often occurred when subcontractors were employed.

Answering Mr. P. Kershaw, for British Road Services, he said he had not tried to solve his difficulties by using B.R.S. They had not been satisfactory in the past.

After Mr. Wolfenden had been confronted with further questions, Mr. Booth said they would withdraw their case. Mr. Williamson said he thought this was wise, as the evidence was unsatisfactory and incomplete.

#### MINISTER'S MESSAGE TO HAULIERS

IN a New Year message to hauliers, Mr. Harold Watkinson, Minister of Transport, wishes them success in their campaign to inform the public of their case against renationalization. He says that in recent weeks the Socialists seem to have moved further in the direction of controlling all forms of free-enterprise road transport whether operated under A, B or C licence.

"So the choice before the country in due course is quite plain," he says. "The Conservative Government wishes to leave a free choice to the consumers in its transport policy. The Socialist Opposition wishes the State to choose what type of transport shall be available to the consumer. Whatever choice is made, it is clearly in the national interest that it should be made on the facts of the case."



The Manchester branch of McKelvie and Co., Ltd., was entrusted with the haulage of a crane gantry for a load of 150 tons, which was transported in three parts. The hauliers used a Foden FGHT 8/80 tractor and dollies, seen here with half the gantry, which weighed 50 tons and was 112 ft. long. The 70-mile journey from Reddish to the new power station at Staythorpe. Worksop, took about four days for each of the three loads. The tractor can deal with 100 tons gross train weight.

# Men in the News

MR. J. C. KEY has resigned from the board of G. Beaton and Son, Ltd.

MR REGINALD MAIN has become assistant secretary of the Institution of Mechanical Engineers after 11 years on

Mr. J. B. BARRETT, a director of Wadham (Holdings), Ltd., has been appointed general manager of the company.

STANLEY BAKER appointed assistant general sales manager of Lex Garages, Ltd. He joined them in 1956 as commercial vehicle sales manager.

MR. JOHN H. LORD has retired from his position as managing director of the Dunlop Rubber Co., Ltd., but remains on the board. Mr. Lord announced in 1957 that he intended to resign.

MR. H. P. BINGLEY, office manager in the southern retail division of the Mobil Co., Ltd., has become Sheffield district manager, succeeding Mr. T. N. JACKSON, who has taken charge of the North Wales area.

MR. R. J. HITCHCOCK, labour relations officer with London Transport since 1955, has become chief labour relations officer. MR. W. H. MALLETT, principal executive assistant in the labour relations office, has become labour relations officer.

Mr. Tom Nethersole, sales manager at Ferrybridge for the Philidas locknut division of Whitehouse Industries, Ltd., has taken charge of the company's sales organization throughout London, Middlesex, Surrey, Kent and Sussex.

MR. WILLIAM WALLACE, chairman and managing director of Chrysler Motors, Ltd., and Dodge Brothers (Britain), Ltd., has retired. He became managing director in 1945 and chairman in 1956 after being with the Chrysler Corporation since 1933.

B. H. HARBOUR has been appointed chairman of the Road Operators' Safety Council. Vice-chairmen are Mr. R. W. BIRCH, Mr. F. BROOMFIELD, Mr. M. A. HOLMES, Mr. R. MACKENZIE, Mr. F. S. TAYLOR and Mr. A. J. TOWNSEND.

F. R. EDWARDS has been appointed assistant advertising manager of the National Benzole Co., Ltd. He was previously chief assistant in the advertising department, after being chief clerk in the publicity department for 22 He joined the company as a clerk vears.

MR. H. C. TETT has been appointed chairman and managing director of the Esso Petroleum Co., Ltd., following the retirement of SIR LEONARD SINCLAIR. Mr. Tett joined Esso in 1928 as an assistant in the technical sales department. He became a director in 1951 and five years later was appointed managing director. In 1957 he took over as chief executive. Sir Leonard joined Esso in 1908 and became a director in 1943. In 1951 he became chairman and managing director.

MR. SID PHILLIPS, advertising manager of the Rover Co., Ltd., since 1929, has retired.

Mr. H. P. N. Benson has been appointed deputy managing director of the A.P.V. Co., Ltd.

MR. R. F. PROSSER has become one of the joint principal private secretaries to the Minister of Transport.

MR. MAURICE PLAIT, a director and chief engineer of Vauxhall Motors, Ltd., is visiting America for two months:

Mr. A. H. Brown, passenger transport manager in the north for the India Tyre and Rubber Co., Ltd., is now operating from the company's Salford depot.

Mr. BRIAN D. NORRIS, sales director of Joseph Cockshoot and Co., Ltd., has been appointed a managing director. MR. HAROLD S. DRAKE and MR. JAMES B. MITCHELL have joined the board.

Mr. A. A. SHOEBRIDGE, Commissioner for Government Transport in Sydney, Australia, retires next Tuesday after eight years' responsibility for tram and bus services in Sydney and Newcastle. He will be succeeded by Mr. W. L. CARTER, his deputy.



Mr. H. C. Tett, new chairman managing director, of the Esso Petroleum Co., Ltd.

THE EARL OF HALSBURY, who is at present managing director of the National Research Development Corporation, and Mr. Sydney BARRATT, chairman of Albright and Wilson, Ltd., are to be invited to become directors of Joseph Lucas (Industries), Ltd., on April 1.

MR. G. C. TRUSWELL, assistant general manager of the Mercantile Credit Co. of Ltd., has been appointed manager for new business development in plant and machinery for the Mercantile Credit Co., Ltd. He is succeeded in Ireland by MR. D. P. BAKER, formerly St. Austell branch manager.

#### MUNICIPAL OPPORTUNITIES

Stalybridge Corporation are recommended to blain a light van. Manchester City Council plan to spend £25,000 on

Accoragion Highways Committee require a vehicle ith a hydraulic loader,

with a hydraulic loader.

Burnley Corporation are advised to buy two Karrier 2-3-ton tippers.

arrier 2-3-ton tippers.

Sunderland Corporation are recommended to bus Merryweather Marquis.

York Health Committee recommend that a 16-tat personnel earrier be purchased.

Rawtenstall Transport Committee wish to buy an iter from Messrs. Cordingley and Sons.

Whitworth Urban District Council invited tenders or the supply of a Thames 5-cwt. van.

Andover Corporation are to buy a guily-emptier ith bodywork interchangeable with a tipper.

th bodywork inserenangeapie with a tipper.

Edmonaton Cleansing Committee recommend that
refuse collector and a street sweeper be purchased.

Oxford Highways Committee wish to buy a
orris-Eagle 3-ton tipper from Morris Garages. Ltd.

Waithamstow Corporation are advised to acquire Scammell mechanical horse and seven Bramber

Northampton Cleansing Committee are recommended to buy two Scammell Scarab refuse collectors. The watch committee seek to obtain a Morris LD2.

### More Information on **Bus Operation**

ALTHOUGH it follows the practical and informative lines of previous editions, "The Passenger Transport Year Book" for 1959 increases the emphasis on overseas operation. The review of public service vehicles from the Continent and the United States covers a wide field and the directory of Commonwealth and foreign operators now occupies some 20 pages more than a similar feature in past years.

The operations of the industry at home in the past year are reviewed, the trade directory is expanded and there is a wealth of statistical material, including fleet sizes and financial results. The use-"who's who" section has been brought up to date.

The book is published at 32s. by H. F. Maynard, Ltd., Avenue Chambers, Vernon Place, London, W.C.1.

### OBITUARY

WE regret to report the deaths of Mr. ALBERT LESLIE STEWARDSON, MR. ALEXANDER HOWIE and Mr. ROWLAND

Stewardson, who died last Saturday, was joint managing director of the Equipment and Engineering Co., Ltd. He joined the company in 1944 and was elected to the board in 1951. He became joint managing director in July, 1957. He was 61.

Mr. Howie, aged 51, was Luton manager of R.D.B. Freight Lines, Ltd. He died in a road accident.

Mr. Winn, a director of Bedford distributors Rowland Winn, Ltd., Leeds, was 87. He founded the company, and was the first motorist in Leeds to be convicted of "furious driving"-12 m.p.h. For 30 years he was an alderman on Leeds City Council. He had been ill for two years.

# New look... New features...

for Britain's No. 1 Light Van

FOR FULL STORY SEE OVERLEAF

# New look...

# **Facts**

Seven years ago, Bedford introduced a completely new van. A van with a sensible, purposeful design. A van without fancy styling and useless 'frippery'. A van that has since influenced van design generally, with its large load space, swift action external sliding doors, easy loading and really useful manoeuvrability.

Now there is only one proof of the pudding . . . and this is it . . . since its introduction, more Bedford vans have been built — over 110,000 to be exact — than any other British van. In other words, people who use vans have proved that Bedford were right.

Today, Bedford is easily the best-selling van in the popular 10/12 to 15 cwt, class.

Today, Bedford is easily the most versatile of all vans, too.

Hundreds of different conversions and body styles have been produced. There are, for instance, high top vans, baby pantechnicons, mobile shops, ice cream vans, butcher vans, gown vans, pick-ups, builders trucks, platform trucks and a new family of personnel carriers, including the famous Dormobile, Utilabrake, and Dormobile Caravan . . . all different, yet all basically Bedfords.



The 10/12 cwt. Bedford Light Van.

Compare these prices

10/12 cwt. van £445 plus £76.2.2 P.T.

15 cwt. van £452.1.0 plus £77.10.10 P.T.

Prices include front and rear flashers and spare wheel and tyre.

Better value ... better service ...

better

# new features...

for Britain's No.1 Light Van



New one-piece curved windscreen. ■ New smart front appearance and new radiator grille.

■ New combined front parking lamps and wide-arc flashers. ■ New easy-to-see rear flashers at waist level. ■ New long-life seals for front external sliding doors. ■ New full-width rear safety bumper available as low cost optional extra. ■ Plus many other recent new developments on Bedford vans, notably the 5-coat anti-corrosion primer finish, and optional choice of 4 factory finished body colours for only £12.10.0 extra.

Feature for feature you can't beat a Bedford. Prove it at any Bedford Dealer's.

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# SHIFTS STUBBORN GREASE & GRIME!

PAINTS, OIL, TAR, DYES AND RUBBER COMPOUNDS

Simply rub on-rinse off!

DEEP CLEANSING—Swarfega reaches deep into the pores to remove even ingrained grime. GENTLE ACTING—Swarfega contains no harsh abrasives or strong chemicals. It is gentle and emollient in action, made to feed the skin and leave hands soft and smooth.

ANTISEPTIC—Powerful antiseptics in Swarfega kill dirt-fed germs, and nip Industrial Dermatitis in the bud, cutting absenteeism and raising productivity.



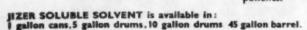


# **REMOVES OIL & GREASE**

Jizer Soluble Solvent acts quickly, simply and efficiently by converting oil into harmless suds which may be flushed away with water. Machinery is left clean and grease free.

# **DEGREASING HEAVY COMPONENTS**

Heavy engine parts immersed in the Jizer bath emerge clean and grease free. A special basket is provided for small components.





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PRODUCTS

# WASHING WITHOUT WATER MEANS

WASHING WITH



WATERLESS HAND CLEANSER

This unique highly neutral hand cream contains its own water which is released only when the hands are rubbed together in the act of washing. Built in water combines with soap to remove ordinary surface soils, while selected non irritant detergents clear stubborn soils such as Oil, Grease, Tars, Dyes, Paint and Rubber Solutions. Soothing lanolin and gentle antiseptic content ensure the hands are left clean, smooth and safe from disease.



WATERLESS WASHSTATION

SAVES TIME AND MONEY

The Waterless Washstation consists of a compact stand

The Waterless Washstation consists of a compact stand with the waterless pack-type dispenser, paper towels and used towel receptacle. It provides on the spot washing facilities, encouraging workers to greater cleanliness. It cuts out time wasting journeys to distant washrooms.

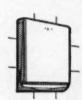
NO PLUMBING NEEDED

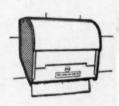
It is therefore ideal for isolated workshops and outdoor sites.

PAPER TOWELS & DISPENSERS

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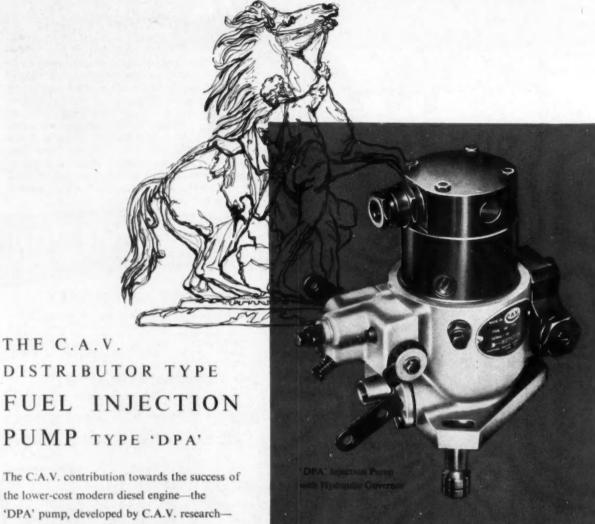
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# ACHIEVEMENT



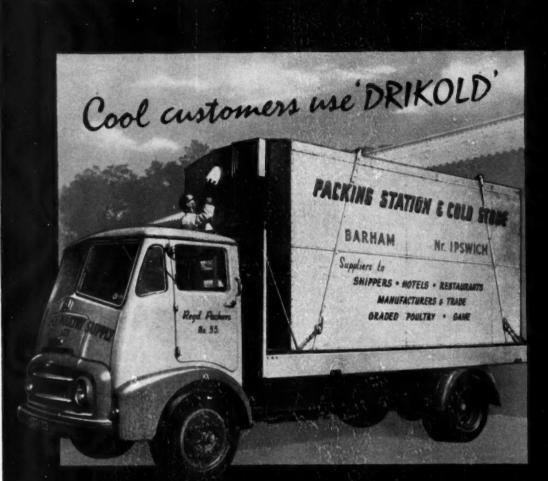
The C.A.V. contribution towards the success of the lower-cost modern diesel engine-the 'DPA' pump, developed by C.A.V. researchhas rapidly established itself in a premier

position, 150,000 having gone into service in the last two years in all parts of the world. Its efficiency has been proved and it is now standard equipment on a number of engines whose names are world famous. The 'DPA' pump offers many advantages-it is simple, light and compact, ideal for installation where space is restricted. It lends itself to the simplest and least expensive form of drive. It is suitable for high speeds, having lightweight parts and no highly stressed springs, and needs no special lubrication. Supplied with simple but extremely effective mechanical or hydraulic governors, giving close speed regulation.



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FUEL INJECTION & ELECTRICAL EQUIPMENT C.A.V. ACTON, LONDON, W.3.



THE PACKED TABLE POULTRY SUPPLY CO. LTD. of inswich are among the many satisfied customers using 'DRIKOLD' REFRIGERATED CONTAINERS for the transport of their products.

'Drikold' refrigeration is the best for all types of frozen foods — it's hygienic, it has no moving parts to go wrong, it needs no source of power — no skilled operation

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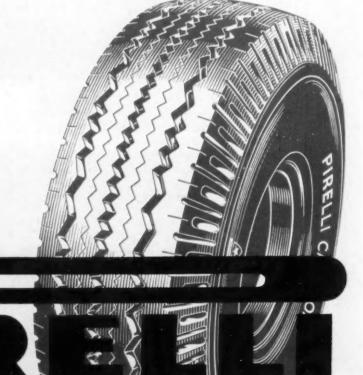
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# 70 Witnesses for "Irregular" Tour: Steady Demand by Working People

THERE was "standing room only" for some of the 70 witnesses waiting to give evidence at Manchester, on Tuesday, when the North Western Traffic Commissioners opened the hearing of an application by Pleasureways (1955), Ltd., for a new seven-day Margate tour starting from Manchester.

In the course of the day over 30 gave evidence of having been on holiday through Pleasureways. At the end of the day's hearing, Mr. F. Williamson, chairman, fixed a further two days for consideration of the application.

For Pleasureways, Mr. T. Booth said the inclusive charge would be £15 with a period of operation from Easter to October. The granting of the Margate tour would mean an end to the company's present tour to Cromer. Margate had never been on Pleasureways' North Western licence—unfortunately, there had been unorthodox operation in the past.

#### "Clean Sheet"

The company were now applying with a "completely clean sheet." They catered for working-class people who would not be happy with other tours. There was a guaranteed demand.

Mr. W. Eastwood, a director, said the company were limited to Brighton, Weston-super-Mare, Cromer and Tenby, and in future they would do nothing irregular. He was confident that he could operate the Margate tour economically and profitably. Working-class people patronized smaller hotels.

Mr. H. Backhouse objected for W. Robinson and Sons (Gt. Harwood), Ltd.; Happiway Tours (Manchester), Ltd.; Stanley Spencer Tours (Manchester), Ltd.; and Smiths Tours (Wigan), Ltd. He said most people who had coaching holidays were "working class" and his clients catered for them.

Replying to Mr. Backhouse, Mr. Eastwood refused to break down the proposed £15 into the expenses to be covered.

Mr. R. C. Oswald, for British Railways, observed that the number of passengers carried to Cromer by Pleasureways had decreased.

If Pleasureways were prevented from going to Margate, countered Mr. Booth, their passengers would go somewhere else with them.

Mr. Backhouse said he was puzzled to learn that many witnesses wished to change their tours but would not change the company with whom they travelled. Mr. G. Walker, a Pleasureways booking agent, said this pointed to their not bothering where they travelled to but being particular about the coach company. Different classes of people preferred different types of operator.

Mr. Williamson adjourned the hearing to February 10 and 12.

# MORE DEVELOPMENTS BY BRADFORD GARAGE

THE lubrication and spraying services of the Alfresco Garage, Ltd., Bedford main dealers, Frizinghall, Bradford, are to be extended and modernized in the company's second major building development within two years.

In 1956, the size of the stores department was doubled by the addition of a second storey, and now a new single-storey building is under construction. There will be four new lubrication bays, taking the place of two pre-war ones, with bigger spray shops.

The project has been facilitated by the transfer of the commercial bodybuilding shop and brush painting department to a new 4½-acre site, where a subsidiary company is developing the work.

# ZENITH'S CHIEF ENGINEER

NEW chief engineer of the Zenith Carburetter Co., Ltd., is Mr. Geoffrey L. Lawrence. He joined them in 1949 after some years with the Motor Industry Research Association. Last year he became assistant chief engineer, after a period as contract engineer.



The Mobil Oil Co. Ltd., have bought six A.E.C. Mercury 3,000-gal. tankers to be based at their Coventry depot. The Steel Barrel tanks are based on Carrimore semi-trailer chassis. Each tank has five compartments of 400-800 gal., increasing in increments of 100 gal.

# Dover-Calais Ferry Opens on January 19

THE new commercial-vehicle ferry to be operated by Townsend Bros. (Ferries), Ltd., between Dover and Calais, is to make its inaugural trip on January 19. The vessel, the "Empire Shearwater," an ex-naval L.S.T., will accommodate about 60 lorries or trailers.

Present intentions are to make three trips weekly in each direction. An advantage of docking arrangements at both Dover and Calais is that the vessel can be loaded at any state of the tide, and special crossings can be arranged to meet requirements at any time.

Much interest in the new service has been shown by French authorities and hauliers. A pool of tractors has been made available at Calais for the onward transmission of British trailers.

Forwarding agents acting for Townsend Ferries, both at Dover and on the Continent, are W. Wingate and Johnston, Ltd., 91 Charterhouse Street, London, E.C.1. Rates will be similar to those obtaining on services from Tilbury to Antwerp. Contract rates can be quoted.

### ANOTHER BUS STRIKE AT LEICESTER UNLIKELY

IT is unlikely that there will be another one-day strike by Leicester bus crews tomorrow. The National Joint Industrial Council for the Road Passenger Transport Industry examined the dispute in London yesterday, and their report will be given to the crews on Sunday.

Mr. C. Hadley, Leicester district officer of the Transport and General Workers' Union, said on Tuesday that the council could not sit while there was a stoppage or a threat of one, so a repeat of last Saturday's strike was unlikely.

The busmen have asked the Union to declare that last week's strike was official, so that they will receive strike pay. Meanwhile, the "work to rule" procedure, which began before Christmas, has not yet been relaxed.

## MINISTER AS R.H.A. GUEST

IT is expected that Mr. Harold Watkinson, Minister of Transport, will attend the annual dinner of the Metropolitan and South-Eastern Area of the Road Haulage Association to be held at Grosvenor House, London, W.1, on March 9. The number of tickets sold will be limited and early application is advised.

# OVERLOADED VEHICLE

FATHER and son partners in a haulage business were fined a total of £20 at Sheffield, last week, on eight summonses concerning the overloading of a vehicle. They were Frank and Reginald Land, Longdale Road, Barnsley.

# AUTOMATIC DIPPING

E QUIPMENT for dipping headlamps automatically is now available in Britain through R.C.A. Great Britain, Ltd., Lincoln Way, Windmill Road, Sunbury-on-Thames.

# B.R.S. Must Not Switch Vehicles Without Good Reason

MR. W. P. JAMES, West Midland Licensing Authority, at Birmingham on Tuesday, told British Road Services that they must keep their vehicles at the base for which they were licensed unless they could satisfy the Licensing Authority there was a good reason for moving them. Movements by reason of fluctuation of traffic, if not supervised, could well mean that other operators would suffer.

R.R.S. applied for variations of A licences for six depots in the Birmingham district. Mr. R. D. Webb, for the applicants, said their object was threefoldto exchange vehicles between depots to meet operational needs, to replace old lorries by new ones, and to dispense with additional unlicensed vehicles retained under the 1956 Act.

The future policy of the Birmingham district was to manage with their licensed

fleet and no vehicles would be held for substitution purposes. The ultimate result would be to reduce the present vehicle strength of 348 and 121 trailers by one vehicle and one trailer, and to

decrease the total carrying capacity. Variations included the transfer of all B.R.S. vehicles from the Tyburn Road depot, which would in future be operated by B.R.S. (Contracts), Ltd. It was also proposed to move 43 vehicles from Dudley because of subsidence at the depot, which called for additional A-

licence vehicles at Cheapside, Romford Bridge, and Wordsley.

Mr. James pointed out that the moving of vehicles between bases was important. Licences were granted on the strength of work to be performed from a particular base, and the Licensing Authority must first be satisfied there was a need if vehicles were to be added. Referring to the application for the Wordsley depot, he said B.R.S. were asking for an increase from 22 to 25 vehicles, yet their figures were lower, despite the inclusion of 10 Dudley vehicles since July.

It was suggested that the figures were distorted by the previous use of vehicles from the Wolverhampton base. Before he could reach a decision Mr. James required separate figures showing what the vehicles licensed at Wordsley had done. The remainder of the application was granted.

#### NEW MERSEY LINK?

A N observer from the Arransport was present when repreobserver from the Ministry of sentatives of nine local authorities discussed at Liverpool, on Tuesday, the question of providing and financing a new River Mersey bridge or tunnel. The meeting passed a resolution that there was a prima facie case for investigation and that immediate steps should be taken to obtain the necessary preliminary expert advice.

The meeting was called by the Mersey Tunnel Joint Committee, as a result of a suggestion by the Minister of Transport in November. He then told the committee that there was little hope of providing a new cross-river link between Liverpool and Wirral for a number of years.

#### TANKER EXPLODES

DAMAGE estimated at £10,000 was of Harold Wood and Sons, Ltd., bulk liquid transporters, when the 4,000-gallon tank on an eight-wheeler exploded on Two men, who were working on the tanker, were seriously hurt, and a large hole was blasted in the asbestos roof of the building.

# User Changed: Warning on Blank Forms

THE ever-widening radius of his regular customers' traffic had involved a change of normal user over a period and obliged Mr. L. Wooldridge, Dudley, to apply for a new A licence, Mr. N. Carless told the West Midland Licensing Authority, Mr. W. P. James, at Birmingham on Tuesday. British Railways objected.

Mr. Carless said the change was in distance, and not in commodities. present user was "mainly Midlands, occasionally elsewhere." Mr. Wooldridge was now asking for "mainly within 150 miles and to Scotland," for four

vehicles (154 tons).

These vehicles, with four on special A licence, worked as a fleet, and during the past 12 months welding equipment was carried to Scotland and regular loads of refractory clay on return journeys. The primary traffic, which started in September, was the clay, with the outward work secondary.

In reply to Mr. James, Mr. Wooldridge

said the traffic carried before the clay became regular was mainly from clearing houses: He was ill-advised by a transport consultant when applying for the original user and might have signed the form in

After hearing the evidence, Mr. R. D. Webb, for British Railways, said it appeared the clay was new traffic and their objection would be withdrawn.

Mr. Carless submitted that as soon as the applicant realized the position he tried to put his house in order. The new work he was doing had not been lost by anyone else.

Granting the application, Mr. James said it must be put to the credit of Mr. Wooldridge that he had informed the Licensing Authority of his wrong-doing. Half the A-licence vehicles had been working completely outside the normal user. He was satisfied on the facts, but would require an assurance that Mr. Wooldridge would look closely at any document he signed in future.

# Managing Director on Hours Charges

THE managing director of a haulage company was fined £9 and ordered to pay £3 12s. 6d. costs, last week, when he admitted driving one of his lorries without 10 consecutive hours' rest in 24. He was Thomas Peel, of Thomas Peel, Ltd., Kineton, Warwicks. An employee was fined £1 by Kineton magistrates on a similar summons and Peel's were fined £1 for permitting the offence.

Mr. A. Moore, defending, pointed out that the company concentrated on livestock and the offences took place on market-days. During the markets, drivers had long breaks, but these did not count as legal rest periods. The offences came to light when the company sought an extra B-licence lorry and were asked to produce records.

### INDEPENDENT MOUNTING FOR TWIN REAR WHEELS

NOVEL system of mounting non-A NOVEL system of models has driven twin rear wheels has been developed by the Differential Division, Anderson-Bolling Mfg. Co., Grant Haven, Michigan, U.S.A. The hub assembly, which can be mounted on any conventional axle, provides separate mountings for each paired wheel, allowing the wheels to rotate independently of each other, thereby eliminating scuffing and drag, with corresponding improvement in tyre life and fuel consumption.

The existing braking gear is retained, the special brake drums necessary being split to form two separate drum sur-

faces side by side.

# TRUNK ROADS BLOCKED

THE All trunk road between London and Newmarket was closed at Bishop's Stortford this week due to work on a railway bridge which will take three months. A detour has been mapped out in the town, but one of the roads concerned is liable to collapse. As the A120 is also blocked, Hertfordshire police are asking drivers of heavy lorries to by-pass the town completely.

The only real alternative is the A10

# BUS VERSION OF TRIDENT

SEVERAL single-deck bus bodies on the Thornycroft Trident long-wheelbase export chassis have been supplied by a local coachbuilder to Tamaramia Bus Services, Ltd., Sydney. The buses are licensed to carry 43 passengers seated and 21 standing, and are intended for use on high-density shortdistance city work. Designed for one-man operation, the bodies have front entrance

### SCOTTISH SHOW THIS YEAR

LTHOUGH the Society of Motor ALTHOUGH the Society of Manufacturers and Traders have not yet officially approved it, there is no doubt that the Scottish Motor Show will be at Kelvin Hall, Glasgow, from November 13-21. Commercial vehicles of all sizes are to be included. The Show is organized by the Scottish Motor Trade Association.

# End Fare Concessions First, Say Western Traffic Commissioners

BEFORE bus companies increase ordinary fares, concessions should be abolished. This view was expressed last week by Mr. S. W. Nelson, chairman of the Western Traffic Commissioners, when fare revisions designed to yield a total of £31,800 were granted to Hants and Dorset Motor Services, Ltd., and Wilts and Dorset Motor Services, Ltd. Both companies pointed out that the extra revenue would not cover their increased costs, but said they intended to bridge the gap by economies in operation.

For Hants and Dorset, Mr. T. D. Corpe said costs had increased by £38,000 since their last fares increase in September, 1957. Estimated profit for 1958 was £124,868, a yield of 4.9 per cent. on the capital employed. There would be a drop in 1959 to £123,750 profit, a yield of 4.86 per cent., unless the revisions were allowed. These should bring a profit of £141,550, a 5.56 per cent. yield.

It was proposed to gain £17,800 by reducing stages, which would affect fares between 1s, 1d, and 2s, 5d., and by increasing the charges for children's returns. These would become half the adult rate, meaning increases ranging from 2d, to 1s. The scholar age limit would be lowered from 18 to 17 years.

## Children's Concession

Mr. Stanley Bartlett, traffic manager, said that in 1950 children were given a special concession of return fares at half the adult single rate. Most of the £900 which the company would gain would fall on the education authorities.

The company of crated 24 one-man buses and it was proposed to use more of these besides cutting mileage.

Putting forward the case for Wilts and Dorset, Mr. Corpe said their costs were up by £24,000, and they wanted to recover £14,000. The yield on capital for 1958 was estimated at 2.26 per cent., which would drop to .63 per cent in 1959. A grant would push this up to 1.63 per cent.

#### More One-man Buses

Mr. H. W. Mills, traffic manager, said stages would be shortened, affecting fares between 1s, and 3s. 8d. It was hoped that they would shortly have 33 one-man buses in regular use.

Mr. Nelson said the Commissioners thought both companies had done their best to minimize hardship. Yield on capital ought to be at least 3 per cent., so the applications would be granted, subject to adjustments where other operators served common routes.

He added: "Anyone who thinks bus operation is a gold mine would change his mind after seeing these companies' figures."

At Glasgow, fare increases are expected early this year, coupled with the climination of some uneconomic services. The undertaking faces a deficit of about £620,000, and it is likely that fares on trolleybus, tram and underground routes—which can be adjusted as required—will rise first.

(Other news of fares-Page 803.)

# B.M.M.O. Promotions and Appointments

SEVERAL appointments and promotions have been announced by the Birmingham and Midland Motor Omnibus Co., Ltd. Mr. J. N. Tweedie has joined them from the Potteries Motor Traction Co., Ltd., to become claims superintendent.

Mr. S. S. Hulse has been appointed publicity superintendent. He was formerly tours superintendent, and is succeeded by Mr. L. Wesley, who acted as his senior assistant.

New superintendent at the Central Works chassis shop is Mr. D. F. Sheppard, formerly assistant superintendent. Mr. W. J. Chester, assistant traffic superintendent for the Birmingham division, has become superintendent for express services.

At Digbeth garage, Mr. W. C. Thomas, engineering superintendent, is now the division all engineer. Mr. M. D. Richardson, formerly Leicester area traffic inspector, has become garage traffic superintendent at Hinckley garage. Mr. R. B. Moon has been appointed technical assistant in the development section of the company's engineering department.

# Bulk Grain "Artic" on A-licence Granted

A N articulated bulk grain carrier on A licence was granted last week to Mr. P. R. Woodhouse, Crudwell, Wilts, by the Western Licensing Authority, Mr. S. W. Nelson. Mr. Woodhouse had originally applied for the articulated outfit and an eight-wheeler, but he told Mr. Nelson that he had since obtained an eight-wheeler on special A licence, so this part of the application would be withdrawn.

He said there was a demand for grain to be carried in bulk, a type of transport which would probably be considerably developed in the future.

Answering Mr. R. Webb, for the British Transport Commission, he said turnover was £11,456 in the past 12 months, of which £308 related to steel traffic. However, he did not wish steel to be deleted from the normal user.

Mr. Nelson said he thought Mr. Woodhouse was wise, as steel might be developed later. If it were not specified on the user now he might find himself in difficulties when the traffic did increase.

# LEYLAND STUDENTS DO WELL

THE high standard of apprentices' work was praised by Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd., at the company's annual prize distribution on Monday. The managing director's nominated prize for student apprentices was presented to Simon J. Brown. Further awards went to more than 50 other students.

Mr. S. Markland, works director, advised apprentices to make sure their basic training was sound before special-

# Business Agreement is Denied

WHEN an agricultural concern sold a retail coal business they agreed to support the buyer in obtaining a B licence to carry their goods. This was claimed by the objectors at Leeds, last week, when Mr. R. E. Thompson, Otley, sought a new B licence. Mr. Thompson and Wharfedale Agricultural Services denied that there had ever been such an agreement.

Mr. P. Kenny, for Mr. Thompson, said the coal business served 400 customers, but the vehicle was idle for 1½ days each week. The conditions required were "farm and agricultural produce and requisites, Yorkshire, Lincolnshire, Lancashire, Cumberland, Westmorland and Durham." However, a modification would be accepted limiting the work to haulage for Wharfedale Agricultural Services.

Mr. E. Brown, a partner in the agricultural concern, said that when the coal business was sold to Mr. Thompson it was agreed that they would give him work if he could get a B licence, but this was not part of the terms of the sale.

Wharfedale Agricultural Services had recently put another C-licence vehicle on the road and were using five local hauliers, but there was still enough work for Mr. Thompson.

For the objectors, H. Lund (Otley), Ltd., and R. and C. Marston (Otley), Ltd., Mr. J. D. Walker submitted that the coal business transaction could not be overlooked. The price paid for the vehicle and goodwill indicated that there was agreement over a B licence application. Both Lund and Marston had vehicles available.

Mr. Kenny replied that the figures showed there was a reasonable coal business. Mr. Marston had claimed in the witness box that no experience was necessary for loading hay and straw, but this was typical of the attitude of many hauliers. Mr. Thompson was experienced in the field and could give customers a proper service.

Maj. F. S. Eastwood, Yorkshire Licensing Authority, refused the application on the ground that no case had been made out.

# Blackpool Service to be Tested

THE fact that buses are running empty cannot be a ground for allowing them 10 pick up passengers, the Northern Traffic Commissioners ruled at Newcastle last week. They were continuing the hearing of an application by Primrose Coaches, Ryton, Co. Durham, who wanted to carry passengers on empty vehicles running to Blackpool to take holidaymakers back to Newcastle (The Commercial Motor, December 12).

There were strong objections by other operators, including the Northern General Transport Co., Ltd., who had put in an application for Blackpool services from Newcastle. The Primrose proposals concerned vehicles going to Blackpool on Friday evenings to collect Saturday morning passengers. The objectors claimed that Saturday morning services would be

However, Northern General offered to withdraw their objection if Primrose were prepared to run one coach for a test period next season. There would be no advertising, and passengers would be booked on it only when Saturday morning coaches were full. If this were done, Northern General would also withdraw their application for the Friday evening service.

Primrose agreed, and the Commissioners made a grant, stipulating that results of the experiment must be produced at the end of the season. added that demand would be limited.

#### NON-PAYING PASSENGERS

MORE than four per cent. of the passengers on Belgrade's buses, trams and trolleybuses travel without paying their fares, according to figures released in Belgrade. Net loss for the undertaking is £179,000 a year.

# Second Coach Trip to Delhi Planned

AFTER successfully completing a 17,000-mile coach trip from the Midlands to Delhi and back, Mr. K. Chamberlain, West End Garage, Learnington Spa, is planning a similar venture this spring. Sixteen tourists accompanied him in his 1949 Tilling-Stevens coach when he set out from Leamington for the 38-day outward journey. They returned after a threeweek tour of India.

The route took them across Europe and through Middle East countries, and the main hazard was bad road conditions in some parts, particularly Yugoslavia, Iran and Turkey. Goodyear tyres were fitted to the vehicle—Hi-Milers at the front and 3-T Nylon Cross Ribs at the rear—and similar tyres will be used for Mr.

Chamberlain's next trip.

A new route will give him greater distances along surfaced roads next time. The only modification to the coach will be the fitting of aircraft-type seats with reclining backs.

#### TROLLEYBUS WITHDRAWAL DATE SET BY L.T.E.

THE replacement of trolleybuses by oilers is to begin in London on March 1, when the change will be made on three south and south-east routes. On April 26, three north-east routes will be converted, and the remaining trolleybuses will be withdrawn in stages at three- and four-monthly intervals. In the southwest area, however, post-war trolley-buses will be retained for some time.

The change-over has been brought forward through oilers becoming available because of cuts in services. Buses of the existing RT type will be used at first, and trolleybus drivers are now being

trained for the change.

# A Licence for Car Transporter

A N application by the Collection Service, Ltd., for a new A Collection Service, Ltd., for a new A application by the Leeds Car licence, was granted by the Yorkshire Licensing Authority, Major F. S. Eastwood, at Leeds, last week. He rejected a strong submission by British Railways that a restricted B licence, similar to those granted in other areas, was all that should he allowed.

Mr. P. Kenny, for the applicants, said they were the only company in and around Leeds transporting new cars and commercial vehicles from manufacturers in London and the Midlands to Yorkshire distributors and agents. They had been in business since 1947, and had used a five-car transporter under trade plates since last May.

Answering Mr. T. B. Atkinson, for the railways, Mr. S. Lancaster, a director, said they had applied for an A licence on the advice of the Road Haulage Association. He had had many requests to run to Scotland and to carry crated vehicles with the transporter. The carriage of car bodies was also contemplated, and it would soon be necessary to put a second vehicle on the road.

Mr. Atkinson submitted that the application for an A licence was wrong. The evidence showed that the work under trade plates was into the Yorkshire Area. and the company should be authorized only for work they had been doing. In other areas, B licences had been granted in transporter cases to protect the railways' Scottish and export traffic.

Mr. Kenny replied that the railways' reasoning was confused. If a B licence application had been made, a condition similar to the normal user of "motor cars and bodies, Yorkshire, Lancashire, Mid-lands, and as required," would have been asked for. The applicants were among the first in the field as general carriers of cars and should not be restricted.

Maj. Eastwood said Leeds Collection Service had no business other than car collection and delivery, and an A licence would be granted. The normal user would be defined in accordance with the evidence.

# "Roads Programme Inadequate "-M.P.

ALTHOUGH highway construction in this country is making good progress, it is being outstripped by the growth of road transport. The road-building programme is far from adequate to the country's needs, Mr. Gerald Nabarro, president of the Road Passenger and Transport Association, said at the Association's annual dinner-dance in Birmingham.

He pointed out that the number of vehicles on the roads would double by 1968 if the present rate of increase were maintained. After emphasizing that the purchase tax on goods vehicles was the only example of tax on capital equipment, he made a strong plea for its abolition. Easing the burden of fuel tax, he said, would also be in the best interests of the expanding economy of the country

Chief Supt. H. Palmer, of Birmingham Police, said drivers should run with dipped headlights when travelling in illstreets. More than half the lit pedestrians aged 60 and over killed in the city last year met their deaths after dark. and many would have been alive today if the vehicles had been running with dipped headlights in place of sidelights.

Paying a tribute to the value of road safety driving competitions, Ald. D. Johnstone, Lord Mayor, asked members of the Association to encourage as many drivers as possible to enter these events. Successful entrants had an incentive to maintain a good record and they set a high standard for other drivers.

#### **ALBION 7-TONNERS GOING** TO ICELAND

THE Co-operative Society of Arnessysla, Iceland, who have been operating Albions for many years, are adding four 7-ton Chieftains to their fleet. The trucks will have locally built bodies, suitable for dairy products, on the 13-ft, 6-in. wheelbase chassis.

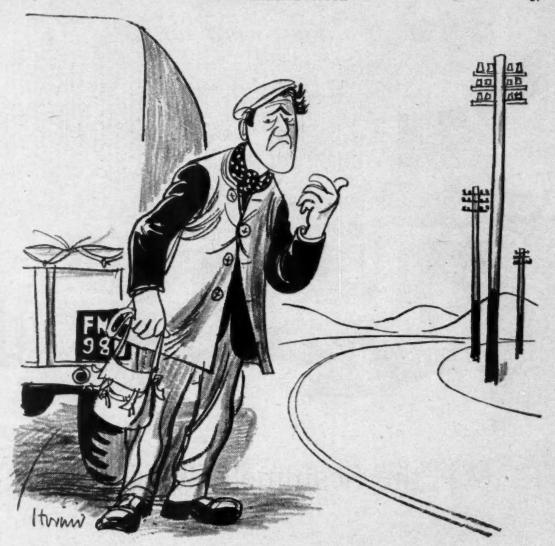
Items of specification required by the operators include left-hand steering, road wheels designed for use with snow chains, and large-capacity heaters. The windscreen wipers are operated from a vacuum tank used for the braking system and will be sufficiently powerful to deal with heavy snow.

The cabs supplied will be of the latest type with a glazed area of 3,000 sq. in. The contract was won by Albion Motors' Iceland agents, Kaupfelag Arnesinga, of

#### RECORD YEAR FOR VAUXHALL IN EXPORT MARKETS

WITH 103,411 vehicles exported, Vauxhall Motors, Ltd., bettered their 1957 record by nearly a quarter in 1958. Nearly 60 per cent. of the total production of Vauxhall cars and Bedford trucks found markets abroad.

During the year, 174,616 units were built, of which 55,439 were commercial vehicles. Big increases in sales were made in North America. Nearly 600 Bedfords were sold in Canada.



# "Why didn't I check that fan belt?"

Driving on a broken fan belt will certainly cause overheating; it will very probably mean loss of dynamo charging; and it may well involve expensive engine repairs—all this means without doubt, loss of valuable time.

But two simple precautions you can take will virtually make broken fan belts a thing of the past:—

• Check fan belts regularly. Maintain the belt at the correct operating tension and immediately replace them at the first signs of serious wear.

• Fit your vehicles with the belt with the double jacket and rayon cord centre, the belt that gives you the greatest reliability and longest life — MINTEX.

# MINTEX

FAN BELTS

MINTEX FAN BELTS ARE MADE TO THE SAME RIGID SPECIFICATIONS AS THE WORLD-FAMOUS MINTEX BRAKE AND CLUTCH LINERS.

ALL MINTEX PRODUCTS ARE AVAILABLE FROM MINTEX SERVICE DEPOTS AND DISTRIBUTORS THROUGHOUT THE COUNTRY.

# Take an operator's word for it . .



A diesel-engined Scarab leaving with a 6-ton load of crated milk. A second semi-trailer is being cleared and will be reloaded for immediate pick-up.

# . the Scammell SCARAB



Empties being loaded on at depot for return to dairy.

# cuts transport costs by 20%

One Scarab and 3 semi-trailers operated by Luton Co-operative Society are doing the work of 3 rigid 4-wheelers and cost 20% less in initial price.

That's some saving... but there's much more. Running costs and wages are saved on two motive units... road fund is payable on only one tractor-trailer and no purchase tax is charged on trailers.

Working a non-stop shuttle service, the Scarab takes out a loaded trailer, automatically uncouples and switches to another laden with empties, returns to the dairy where yet another load is ready for instant pick-up.

load is ready for instant pick-up.

Add a capacity for turning in its own length, a low floor level for easy loading, together with the long working life of both tractor and trailers and you can well appreciate why the Scarab is recognised everywhere as the most economical solution to the short haul problem. Available in two versions for basic payloads of 3 and 6 tons.

# SCAMMELL LORRIES LTD.

Head Office & Works: WATFORD, HERTS. Telephone: Watford 25231 & 25691

# Work Study Can Be Widely Applied

WE must forget the popular idea that W work study is useful only on large-scale repetitive work. On the contrary, we must realize that work study can be applied to practically the whole

range of human activity."
This was stated by Mr. D. McKenna, assistant general manager, British Railways, Southern Region, when addressed the Metropolitan Section of the Institute of Transport last Monday on

Work Study in Transport.'

A well-known undertaking applied method study to the inspection routine for their fleet of articulated tankers. A flow process chart was constructed to show exactly what a fitter did, and as a result of an examination of this chart a new routine was introduced. The distance walked by the fitter during the monthly inspection was reduced by 60 per cent. and his working time on the vehicle by 34 per cent.

Mr. McKenna gave some examples of how the railways were applying work study. In the Woking district, the technical staff engaged on maintenance of the track were now employed under an incentive-bonus scheme devised after study of their task, and a saving of 13

per cent, in labour cost relative to work

achieved had resulted.

Half of the outdoor staff of the chief civil engineer's department were employed under work-study conditions. and it was expected that the whole of the staff would be covered by the end of this

### HAULIERS' DISCOURTESY AGAIN CRITICIZED

THE discourtesy of applicants who withdraw cases at the last minute was referred to again at Nottingham, on Monday. Told that an application by Brown and Sons (Ilkeston), Ltd., for the variation of a B licence had been withdrawn that morning without warning to the objectors, Mr. C. Hodgson, East Midlands Licensing Authority, said he held strong views on such conduct and was sorry he was unable to award costs.

A note would be made, and the next time the company appeared he would have something to say. In the meantime, a letter would be forwarded informing them of the Authority's dissatisfaction.

An application by Mr. N. F. Upton, Kilburn, Derbyshire, to vary a contract A licence was refused. Mr. Hodgson said he had listed the application for inquiry following convictions against Mr. Upton for the misuse of his vehicle. Despite notice by registered letter, Mr. Upton had not appeared.

After the non-appearance of the parties in an application by Mr. J. Meakin, likeston, Derbys, to take over from Mr. W. Sadler, West Hallam, a 31-ton B-licensed tipper, Mr. Hodgson com-mented that he had reason to believe that the business was already being operated by the purchaser. Mr. Meakin would be instructed to attend an inquiry into the matter.

# New Transport Companies

C. B. Round (Netherton), Ltd. Cap. £3,000.
Dirs.: Christopher J. Round, 69 Buffery Road,
Dudley, and Walter W. Round, 46 Worcester Road,
Netherton, Dudley. Sec.; C. J. Round. Reg. office:
26 Windmill End, Netherton, Dudley.
Dawsons Fargo, Ltd. Cap. £5,000. Dirs.
Albert E. H. Dawson, Stoneleigh, Billington Road,
Leighton Buzzard, and Antony E. Dawson, 30 Stoke
Road, Linisdae, Leighton Buzzard, Sec.; Dorothy E.
Dawson, Reg. office: Stoneleigh, Billington Road,
Leighton Buzzard,

Road, Linslade, Leighton Buzzard, Sec.: Dorothy E. Dawson. Reg. office: Stoneleigh, Billinaton Road, Leighton Buzzard.

H. and G. (West London) Transport: Ltd. Cap. £1,000. Dirs.: William C. Gregory, 47 Stoneleigh. Street, London, W.11. Sec.: Julius N. Nésner.

J. Perkins Transport (Interworth), Ltd. Cap. £100. Dirs.: James W. Perkins, 33 Teesdale Avenue, £100. Dirs.: James W. Perkins, 33 Teesdale Avenue, £100. Dirs.: James W. Perkins, 17 Howsman Road, Barnes, Sec.: J. W. Perkins. Reg. office: 15-16 Railway Approach, London, S.E.J..

Westways Garartes (Maidstone), Ltd. Cap. £100. Dirs.: Sydney A. Ryan, Westways. Hockers Lane, Weavering, Maidstone; Gerald C. Ambrose, Stohes and Downing, Ltd. Cap. £10,000. Dirs.: Joseph E. Skelton and Mrs. Annie Skelton, 65 Rowley Village, Rowley Regis. Blackheath, Birmingham, and Joseph R. Skelton and Geoffrey Skelton, 66 Rowley Village, Rowley Verlinge, Rowley Regis. Sec.: J. R. Skelton and Geoffrey Skelton, 66 Rowley Village, Rowley Village, Rowley Village, Rowley Pagis. Sec.: J. R. Skelton, Reg. office: 65 Rowley Village, Rowley Pagis. Ltd. Cap. £1,000. Dirs.: Ltd. Cap. £1,000. Dirs. Ltd. Cap. £1

Region. Reg. office: os sowies viniage. Rowies Regis.

J. E. Pritchard and Sons, Ltd. Cap. £1,000. Dip., John E. Pritchard, and Mrs. Gladys Pritchard, 4 Arleston Hill, Wellington. Sec.: Gladys Pritchard. Reg. office: 4 Arleston Hill, Wellington.

Gunthorpe Gravels (1958), Ltd. Cap. £1,000. Subs.: Thomas C. Campbell, 1 Hatfield Road. Mapperley Park, Nottingham, and James Fearon, Hanstigle, Main Street, Gunthorpe.

Gunthorpe Transport, Ltd. Cap. £4,000. Other particulars as for Gunthorpe Gravels (1958), Ltd. Beck and Politizer Transportation, Ltd. Cap. £10,000. Dirs.: George E. P. Politizer, 25 Wilton Crescent, London, S.W.1; Edward P. Politizer,

Greystock, Peck Crescent, London, S.W.19:
Christian A. Collis, Stanley G. Bingham, Michael McLuskey and Frederick I. Alexander. See: C. A. Collis. Rea. office: Universal House, Southwark Bridge, London, S.E.I.

R. Colin Snow, Ltd. Cap. £5,000. Dirs: Richard J. Snow, Merry Windsor, Thorne Road, Edenthorpe, Doncaster, and Kate Snow, St. Johns, Adwick-on-Dearne, near Mexborough. Sec.; R. J. Snow.

R. F. Greasby (London), Lid. Cap. £2,0 Dirs. Henrictta E. Greasby and Roy F. Greas 211 Longley Road, London, S.W.17. Sec. Roy Greasby, Reg. office: 211-213 Longley Ro London, S.W.17. £2,000

ondon, S.W.17.

S. G. Polley and On., Ltd. Cap. El.000. Dirs;
tewart G. Polley and Mrs. Atherta M. Polley. 17
trove Avenue, Weymouth. Sec.: V. W. Cooke,
teg. office: 2 Royal Terrace, Weymouth.

Directors of the Cooke.

A. Addison and Co., Ltd. Cap. £4,000. Dirs:
Arthur Addison, 91 Black Bull Lanc, Cadley,
Prestor, Alston W. Addison, 6 Edahill Dris,
Fulwood, Preston, and Winifred V. Croft, 166
Station Road, Bamber Bridge, Preston. Sec.
Winifred V. Croft, Res. office: 59 Villiers Street,

Winifred V. Croft. Reg. omce: 39 vulses occes. Preston.

Dunkolme Transport, Ltd. Cap. £100. Dirs.: Thomas F. Gilbert and Mrs. Jessic M. Gilbert, 2 Dean Terrace, Horden, Co. Durham, and Neil T. Whitfield, Red House Farm, Pity Me. Co. Durham, Sec.: Jessie M. Gilbert. Reg. office: Red House Farm, Pity Me.

T. Loughorn (Gateshead), Ltd. Cap. £500. Dirs.: Thomas Longhorn and Mrs. Mabel Longhorn, 103 Church Road, Gateshead, 9. Sec.: Mabel Longhorn, Reg. office: 103 Church Road, Gateshead, 9.

Mabet Longmorn, Reg. Ornet. 105
Gateshead, Walley (Audlem), Lid. Cap. E3.000
Dirs.: Frank Condon. The Coppice. Barlaston,
Stoke-on-Trent, and Victor Wild. Flat 2, Park
fields, Park Avenue, Dresden, Stoke-on-Trent,
Sec.: T. H Roberts. Reg. office: Chapel End,

# No New B Licence for Coal Merchant

PETITION signed by local farmers was produced by Mr. J. W. Whiting, coal merchant, Barfield Road, West Mersea, Essex, when he applied last week for a B licence to cover one lorry for work within 50 miles of his base. said that during the past year he had been asked to carry a variety of goods because there was a shortage of transport in the area.

Mr. Jones also produced a supporting letter from West Mersea Urban District Council, stating that any additional facilities would be an asset. The four objectors, claimed, however, that their traffic would be abstracted by a grant.

Mr. W. P. S. Ormond, Eastern Licensing Authority, refused the application on the ground that there was no evidence of a real shortage of facilities.

# 1,000 g.p.m. FIRE PUMP

PUMP-ESCAPE fire appliance, A capable of delivering up to 1,000 g.p.m., is to be supplied by David Haydon, Ltd., to Glasgow Fire Brigade. It is a Leyland Firemaster, powered by an oil engine developing 150 h.p., mounted below floor level.

The appliance will have a 50-ft. wheeled escape. The front moulding carries the pump intake and outlet nozzles, pumping controls and instru-ments, so that the vehicle can be driven directly up to the water supply. crew are carried in an enclosed cab.

A low centre of gravity and exceptional manœuvrability are leading features. The Firemaster is designed to accelerate from rest to 45 m.p.h. in less than 30 sec. when laden to its gross weight of 8 tons 14 cwt.

# "More TV May Mean Less Bus Traffic"

FEARS that the introduction of independent television in Co. Durham would make the rural bus position worse were expressed by the Northern General Transport Co., Ltd., at Newcastle, last week, when they asked for a 30-minute Sunday service between Stanley and Rowlands Hill (Co. Durham) to be cut to an hourly service after 4.30 p.m.

The Northern Traffic Commissioners, who granted the application, were told that there had been a sharp decline in traffic on the route, and some buses carried only three or four people. There might be a further fall with extended television programmes.

Rejecting objections by two urban district councils, the Commissioners said their main consideration was the convenience of the public, but in this case it was obvious that the half-hourly service was unnecessary.

# 36 MORE COMETS FOR CEYLON

FURTHER 36 Leyland Comet A passenger chassis are to supplement the existing fleet of 100 similar vehicles operated by the Ceylon Transport Board. The contract is worth £70,000 and brings to £900,000 the total value of orders placed with the company by the Board in the past 15 months.

The Comets are powered by Leyland O.350 vertical oil engines. They have an unladen weight of 5 tons 11 cwt. and are designed to carry 63 passengers. On the inter-city runs for which they are used, the vehicles are frequently overloaded. They are, however, returning a fuelconsumption figure of 11.68 m.p.g.

# Revenue Incredible, Say Tribunal: Director's Evidence Criticized

EVIDENCE given by Mr. John Stamper, managing director of J. Stamper and Co. (Haulage), Ltd., was severely criticized by the Transport Tribunal in a written judgment published last week. As reported in The Commercial Motor on December 5, the Tribunal dismissed the company's appeal against the refusal of the Northern Deputy Licensing Authority to grant a public A licence on the surrender of four special A licences.

The appellants wished to replace four rigid platform vehicles (11½ tons) and an articulated outfit (a total of 4½ tons) by a similar number of rigid platform vehicles weighing altogether 20 tons and an articulated outfit totalling 6 tons.

The company's case was argued as being analogous to a normal "renewal" application. It was not alleged that customers required increased facilities. It was stated that the vehicles were fully employed and that the work demanded stronger and heavier vehicles, but there would be no increase in effective carrying capacity.

"The reason why we dismissed the appeal is that, in our view, the evidence adduced as showing that the company's fleet, as it then stood, was fully employed, was, using charitable language, wholly unsatisfactory," the Tribunal said.

#### Demands Declined

Twice in evidence Mr. Stamper asserted that the figures produced in two tables related only to vehicles and traffic of J. Stamper and Co. (Haulage), Ltd. If, said the Tribunal, the list of the company's customers was complete and the average monthly tonnages carried were correct, it was evident that when Mr. Stamper gave his evidence the call on the company for transport facilities had greatly declined. The list might, however, have been incomplete.

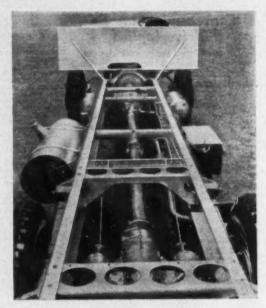
Although a summary of traffic had been signed by a person acting in the name of a firm of chartered accountants, no one tested the accuracy of the particulars given of the tonnage and receipts of the company's own vehicles by setting the figures side by side with the number of vehicles available.

The Tribunal did so and found the result "literally incredible." They were unable to believe that a vehicle of 5½ tons earned £17,762 in the year ended May 1, 1956 (£3,382 per ton unladen per year), or that the three vehicles available during the year ended May 1, 1957, earned £32,496 (£3,170 per ton unladen per year).

The Tribunal criticized also Mr. Stamper's evidence on the heavy repairs which had been found to be necessary on the five vehicles to be surrendered. He produced files showing that in two years repairs and maintenance cost, respectively, £1,325, £1,302, £1,721, £1,354 and £540. "It is plain," the Tribunal commented,

"It is plain," the Tribunal commented, 
that the inference which it was hoped 
the Deputy Licensing Authority would 
draw from these figures was that the work 
which the company had called upon those 
vehicles to perform during these two 
years was too much for them." A corre-

The new Leyland Voortrekker passenger chassis developed by Leyland Albion (Africa), Ltd. It is to be produced in quantity and, although a four-wheeler is based on the Leyland Steer goods chassis.



lation of this evidence showed that the suggestion was unfounded.

The Tribunal concluded: "We must not be understood as imputing to Mr. Stamper any lack of good faith. He is a busy man. In addition to being managing director of the appellant company, he has a haulage business of his own and is the chairman of two companies in Liverpool. It is at least likely that, though he made himself responsible for the figures we have criticized, he had played no part in their preparation."

[Editorial comment, page 791]

#### CUMMINS SEEKING MORE WORLD SALES

To promote the sales and service of Cummins oil engines in international markets, a new company, Cummins Diesel International, Ltd., has been formed with headquarters in Nassau (Bahamas). Additional offices are to be opened soon in Europe and South America.

Cummins have already formulated plans for expanding their existing network of 180 sales and service locations outside the U.S.A. and Canada, and they are studying the possibilities of establishing additional manufacturing plants to serve world markets.

#### RECORD YEAR FOR FORD

A NEW works production record of 417,000 units in 1958 beat the previous best figure (1955) of the Ford Motor Co., Ltd., by 17 per cent. For the first time, sales to home and overseas markets both exceeded 200,000. During the year, 42,000 vehicles were shipped to the United States, earning \$80m. In Europe, Ford secured 38 per cent. of British vehicle exports.

An important factor in the year's production figures was the completion of the new Thames foundry and body press shop. Their increased output will be matched in the spring by a new assembly building, the third major item in a £10m. expansion programme.

# New Leyland Designed for South Africa

THE first Leyland chassis to be designed and built with a view to quantity production in South Africa is the Voortrekker bus to be operated by Greyhound Bus Lines, Ltd., Johannesburg. It is based on a Leyland Steer six-wheeled goods chassis, with extended side frame members. Later models, however, will have Hippo 36-ft. frames to give a wheelbase of 21 ft. 6 in. The prototype makes use of no more than six non-standard Leyland parts.

The Voortrekker is a forward-control four-wheeled chassis with 11.00-22-in. single tyres at the front and twin tyres at the rear. The axles are Leyland Super Beaver types. A Pneumo-Cyclic five-speed semi-automatic gearbox and an 18-in. hydraulic coupling take the drive from the 150-b.h.p. oil engine.

Developed by Leyland Albion (Africa), Ltd., Elandsfontein, the new model is expected to meet a growing local demand for a large-capacity vertical-engined bus capable of operating in outlying districts.

# "FILL BUSES AT OFF-PEAKS"

"OUR aim must be to earn our keep this year, and with determination we can do it," was the theme of a New Year message from the chairman of London Transport, Sir John Elliot, to his staff of 83,000. He added that everything must be done to fill the buses and trains in the off-peak hours because, although it was not generally realized, it is then that net receipts were highest.

Sir John described 1958 as one of the most difficult years that London Transport had had to face. Traffic on road services continued to drop, leading to inevitable reductions. There had been, however, an increase in the Underground share of traffic, resulting, he thought, from the increased congestion in London's streets.

# Overweight Lorries on Special A Licences: No Need for Alarm

BY G. DUNCAN JEWELL

WHAT should a haulier do if he finds that a vehicle on special A licence is heavier than the originally declared weight? Is it likely that an application to transfer the vehicle to an open A licence will be refused on any specific ground?

Hauliers have been asking these questions since my article, "Dealings in Licences that Abuse the Laws," was published in The Commercial Motor on November 28. I should make it clear that the position can be made regular without much difficulty if the proper steps are taken.

# A-licence Grant for Wood-pulp Traffic

BECAUSE paper mills do not want to carry large stocks of wood for pulping, the question of timing deliveries has become an important one, Mr. S. W. Nelson, Western Licensing Authority, was told last week. Mr. C. Budden, wood buyer for the Sudbrook Pulp Mill, Ltd., claimed that British Road Services could not deal with wood traffic on a time basis.

He was supporting an application by Mr. Richard Read, Longhope, Glos, for two additional A-licence vehicles and the amendment of the normal user covering five existing lorries (The Commercial Motor, November 28).

Answering Mr. J. R. C. Samuel Gibbon, for the British Transport Commission, Mr. Budden maintained that loads going through the Severn Tunnel would be damaged by dirt. He agreed that the company had not taken advantage of a "free test" offer by British Railways.

Mr. Read had given satisfactory service, he added, and the company wanted to retain him. If all their work were given to a nationalized undertaking deliveries could be severely affected by a strike:

Ten witnesses supported the objection, and Mr. Gibson submitted that a grant would mean excess facilities. However, Mr. Nelson upheld the customer's right to choose his own transport and granted the whole application.

#### BIGGER ROAD UPKEEP GRANTS?

N a letter to Lord Derwent, chairman of the British Road Federation, Mr. Harold Watkinson, Minister of Transport, has given an assurance that he is not opposed to increasing grants for road maintenance.

Only once—in 1957-58—say the Federation, has the real value of the Government grant been anything more than that of the years immediately before The roads today are carrying 250 per cent, more traffic than they were in 1939.

A recent statement by the Secretary of State for Scotland, that additional maintenance work to the value of £300,000 has been authorized for this year, may be a sign, the B.R.F. believe, that with the brake off Government expenditure, the present year may see a scale of grants bearing some relation to the need.

The law is clear. No vehicle may be retained on a special A licence which is over the unladen weight specified. cases where there has been a genuine oversight on the part of the haulier, or where alterations to the vehicle have resulted in increased weight, the usual practice is to apply for a substantive A licence. If there has been no benefit by way of greatly increased carrying capacity, there should be little difficulty in obtaining a public A licence.

There is, however, an important proviso. The normal user applied for must relate to the work the vehicle has been doing and to the main districts served. If the user asked for is too wide-General goods, Great Britain," is now extremely difficult to justify, and at least one Licensing Authority has said that it will not be granted-there would be strong opposition from the British Transport Commission and probably from other hauliers.

It is true that by surrendering a special A licence a haulier is exchanging an unrestricted licence, and the public licence will be restricted to approximately 75 per cent. of work within the normal user granted. On the other hand, all special A licences will soon have to be surrendered and the change to public A licence will have to be justified.

If the special A licence is due to expire in a reasonably short time there is nothing to lose. Alternatively, the position could be legalized by replacing the overweight vehicle with another of, or less than, the registered weight, which with a small fleet or one vehicle might not be an economic proposition.

Applications of this type are unlikely to be refused, or prosecutions instituted, unless there has been some serious breach of the law, or objectors could prove that there was no public need for the vehicle. So far as the application itself is concerned, the Authorities require certified figures of earnings and tonnages, and the evidence of customer witnesses.

If these essentials are fulfilled and the application is handled by an advocate familiar with licensing, hauliers with "overweight" problems should have little to fear.

# COACHES DESTROYED

LIVE coaches operated by Mr. Len Carling, Trinity Lane, Ripon, were destroyed when fire swept the garage last week. Mr. Carling said the blaze had put him out of business for the time being. Damage was estimated at £7,000.

# Nottingham Expects £23,000 Bus Loss

FACED with a deficit of £23,000 on the Corporation will seek another fares increase next June—unless operators get some relief in the Budget. This warning was given by Ald. S. P. Hill, chairman of the transport committee, when he announced that no cuts in services were planned to help raise the £51,500 addition to the wages bill.

Bus service cuts ought to be the last resort," he said. "We have got to carry some services which do not pay because we are not just a paying concern, we provide a public service."

In any case, cuts to bring in the required amount would mean "slaughtering" services. Traffic had Traffic had fallen by seven per cent. in the past two years whilst costs had increased. fore, the committee were "hoping against hope" that concessions would be given in the Budget.

The Lincolnshire Road Car Co., Ltd., have been granted revisions which will yield £40,000 in a full year. Sub-normal single and return fares will be increased and so will the cost of scholars' tickets. Workmen's day returns and adult season

tickets will be abolished.
The East Midland Traffic Commissioners were told that it was proposed to save £5.000 by withdrawing some unremunerative services, although the possibility of an application for a general fares increase could not be ruled out.

Southampton Corporation are to seek the abolition of returns, but they have in mind period contracts for passengers making regular journeys. The general fares question will be reviewed when consideration is given to the undertaking's replacement programme.

# DODGE IN WEST COUNTRY

THE Dodge distributorship for Bristol, North Somerset, and parts of Gloucestershire and Wiltshire, has been transferred from Mulletts Motors, Ltd., Redcliffe Hill, Bristol, to Coventry and Jeffs, Ltd., Bedminster, Bristol, 3. these companies are subsidiaries of the Steels group of garages. Mulletts Motors will continue as Dodge dealers.

Another change within the group is announced from Gloucester, where the Dodge distributorship moves from the St. Aldate Garage to H. R. Wilson-Scott, Ltd., Monk Meadow, Gloucester. Steels Garages now control 14 garages in the Bristol and Gloucester areas.

#### **BIG BENS FOR WOOMERA**

SEVERAL Thornycroft Big Ben 6 x 6 vehicles, with KRN6/S supercharged oil engines of 200 b.h.p., have been supplied to the Commonwealth Department of Works for use at the Woomera rocket range in central Australia.

The vehicles carry locally built aluminium-alloy end-tipping bodies of 13-cu.-yd. capacity and will be used for the transport of sand, road metal and building materials over country in which deep, loose sand predominates. The load is discharged by cam-and-roller gear.

Crossing in front of its future head-quarters—the new "Daily Mirror" building in Holborn Circus, London the Fleet Special displays its attractive and compact lines. It was almost un-beatable when accelerating away from traffic lights.

ESPLENDENT in bright yellow paint and colourful signwriting. the Fleet Special van which appeared on the Dennis stand at the Commercial Motor Show must have caught many visitors' eyes. Those who went further into the details of this 2-tonner would have realized quickly how apt was the "special" in its title.

Dennis Bros., Ltd., Guildford, have reputation for satisfying their customers' special requirements and, like the Paravan (a road-test report on which appeared in The Commercial Motor on October 31, 1958), the Fleet Special is the result of collaboration between the operator and manufacturer.



# The Fleet Special Serves the

It is the brain-child of Mr. E. A. Jones, general manager of Fleet Deliveries, Ltd., 77 Killick Street, London, N.1. It is his idea of the ideal van for the work on which his organization is engaged-conveying all newspapers printed by the Daily Mirror group from their printing works in Ray Street to London railway termini for distribution throughout the country. The vans must also be capable of completing longer journeys little slower than a train.

Thus, the basic requirement was for a compact van capable of high road speeds-future possibilities opened up

by the new road system had to be considered-good acceleration and easy manœuvrability in dense London traffic. Although the average payload of vans used at the moment is only about a ton, the rising circulation of papers in the group and the tendency towards larger newspapers called for a vehicle capable of carrying at least two tons.

The vehicle which I was given to road test was the first production Fleet Special. A prototype has been in operation with Fleet Deliveries since early last year. Derived from the Dennis Heron chassis, the new model

is powered by the Dennis four - cylindered 3.77 - litre

To ensure good performance, the Hendy governor is set for this application, at 3,200 r.p.m., the normal limit being 2,900 r.p.m. The higher figure is still 300 r.p.m. below the point at which valve bounce occurs. The sizes of choke, main and compensating jets of the single Zenith carburetter are also increased. Although one might think

gear lever mounted on the steering column but this was not practicable. The lever is mounted on the engine. overhead-valve petrol engine.



this would seriously increase fuel

consumption, the figure of 12.6 m.p.g.

recorded during the test while carrying

a load of slightly over two tons shows

The four-speed gearbox has inertia-

lock synchromesh engagement of the

three upper gears. Whereas on the

standard Heron chassis it is operated

directly by a forward cranked lever,

a remote control linkage has been

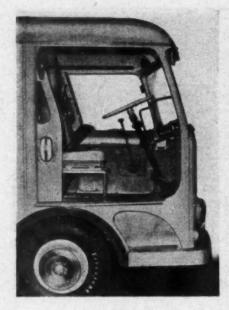
Mr. Jones originally requested a

designed for the new vehicle.

that economy has suffered little.

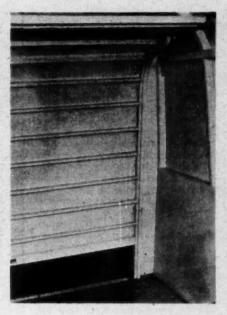


(Left) The hinged trap in the side of the bonnet cowling makes inspection of the oil level a side of the observed inspection of the oil level a simple matter. (Right) Sixty seconds suffices to inspect the level of the battery cells. Similar traps on the driver's side of the cab give access to the chutch and brake master cylinders.



(Left) Easy entry is assured by the wide step and low floor line. The remote-control gear lever is well situated. (Right) Consisting of a one-piece resin-reinforced glass-fibre sheet braced with angle strips of similar material, the rear shutter, specially designed for the Fleet Special, should have a long life.

Tailor-made Dennis 2-ton Van Gives Exceptional Performance For High-speed Town Work



# By Anthony Ellis

# News Hot

operating through a universal joint and a curved rod. It lies ideally under the driver's left hand almost level with the steering wheel to give a first-class gear-change for a short movement. The excellent acceleration figures obtained reflect in some part the excellence of this combination.

The standard Heron hypoid-bevel rear axle is used, but in view of the reduced payload single rear wheels are fitted in place of the normal twins. This also narrows the rear track and tends to reduce damage to tyres through striking kerbs. Although during the test the narrow rear track

seemed to increase roll, it did not do so to an uncomfortable or dangerous extent.

As tested, the van was carrying a load of sandbags and 56 lb. weights totalling 2 tons 1½ cwt. Having an unladen weight of 2 tons 8½ cwt., it was thus running at 4 tons 14 cwt., with myself and Mr. L. Jackson, of Dennis Bros., aboard. Weight distribution over the 8.25—15 in. (12-ply) tyres was almost perfect, with 2 tons 5½ cwt. on the front axle and 2 tons 8½ cwt. on the rear.

On the way to the acceleration test course on a level stretch of road between Guildford and Godalming it was at once apparent that here was no mean performer, even fully loaded. For the standing-start tests, first gear was used up to about 9 m.p.h., second to 18 m.p.h., with the change into direct drive made at 33 m.p.h.

As these were the approximate theoretical cut-off points for the governor, this unit was obviously working well and the transmission ratios were correctly chosen for the engine characteristics. The time of 15 seconds taken to reach 30 m.p.h. was extremely good for a commercial vehicle running at more than 4 tons and indicates the ability of the van to keep up with almost any traffic.

The absence of an air cleaner or intake silencer from the engine of the vehicle tested was made apparent by loud induction roar at large throttle openings. It would seem a pity that at least a simple silencer could not be fitted to overcome this minor criticism.

On the direct-drive acceleration tests it was possible to engage top gear before the speedometer needle started to move from its stop, showing the flexibility of the engine when combined with a 5.57 to 1 ratio rear axle. From this point, about 5 m.p.h., the vehicle accelerated smoothly up to its maximum speed.

There was at no point in the speed range any transmission judder or noticeable vibration, whilst the time taken between each increment of 10 m.p.h.—approximately 13 seconds —was consistent. So smooth was the engine during these tests that one had almost to be reminded that the power unit had only four cylinders; the good



The manauvrability of the Fleet Special was an advantage at King's Cross station, the delivery end of its normal run. The wide-opening sliding doors to the cab have large windows.

engine mountings, partly explain the phenomenon.

On arrival at the foot of Woolmer Hill to conduct hill-climbing and brake-fade tests, the water temperature was 145°F. at an ambient temperature of 41°F. The hill, which is approximately ½-mile long, has an average gradient of 1 in 7½ and the steepest section is 1 in 4½.

It was ascended in 1 minute 34 seconds, of which a minute was spent in second gear, the lowest ratio used. The coolant temperature at the top of the hill was 163°F., at which point the thermostat would be barely open. The cooling system allows wide latitude for arduous operation and radiator blanking in cold weather would probably be advisable.

### Full-load Start on 1 in 43

The van was returned to the steepest section of the hill, where a restart was made in bottom gear at about half throttle. The manufacturers claim that a restart can be made on 1 in 4 at full load and I am sure that this would be possible.

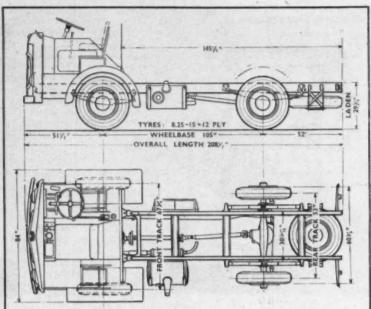
To assess brake fade I drove down the hill in top gear at full throttle, using the foot brake to restrict speed to 20 m.p.h. At the bottom, a fullpressure stop was made from that speed.

This gave a reading on the Tapley meter of 64 per cent., which, when compared with the 85 per cent. obtained later in the day with cooler brakes, indicated that some fade had taken place in this extremely severe test. However, such is the power of the vacuum servo that this degree of fade is by no means serious, as the wheels locked during braking.

On the way to the hill I had attempted to conduct brake tests on the short stretch of concrete road at the Milford end of the Guildford by-pass. Unfortunately, the roads were wet and it was impossible to obtain accurate figures with safety. Leaving the hill we returned to this locale and found that, although still damp, road conditions had improved.

## **Powerful Brakes**

The brakes were highly effective—so powerful in fact, that when making full-pressure stops from 20 m.p.h. or 30 m.p.h., all the wheels locked for the full distance. Although the figures obtained were good, they would probably have been exceptional if the test had been made on a dry, rougher-surfaced road. Indeed, I wonder whether the servo is strictly necessary. Even with all wheels skidding the vehicle remained stable and pulled up in a straight line.



ROAD TEST No. 650/MI09-DENNIS "FLEET SPECIAL" VAN



MODEL: Dennis Fleet Special newspaper delivery

	Tons	CWE.	qr.
Unladen, complete van (kerb wt.) Payload Driver, observer, etc.	2 2	B 1 .4	2 1 1
	4	14	0
DISTRIBUTION:	-	-	-
Front sxle	2 2	5	1 3

ENGINE: Dannis four-cylindered o.h.v. petrol engine; bore 100 mm. (3.937 in.); stroke 120 mm. (4.724 in.); piston-awept volume 3.77 licres (230.12 cu. in.); maximum output 60 b.h.p. at 3,200 r.p.m.; 8.A.C. racing 24.8 h.p.; maximum torque 177 lb.-ft. at 1,800 r.p.m.

TRANSMISSION: Through 10-in.-diameter singledry-place clutch to four-speed synchromesh gearbox, thence by two-piece propeller shaft to the fully floating hypoid-bevel rear axle. GEAR RATIOS: 5.77, 3.028, 1.703 and 1 to 1 forward; reverse 6.98 to 1; rear-axle ratio 5.57 to 1.

BRAKES: Girling hydraulic system, with two-leading-shoe units on front wheels and leading-and-trailing shoes on rear wheels, and vacuum assistance by a Lockheed Hydrovac. Hand brake linked mechanically to rear wheels only. Diameter of drums 14 in.; width of facings, front, 2.5 in., rear 3.5 in.,; total frictional area 322 sq. in., that is, 68.5 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section with crossmembers bolted in position.

STEERING: Burman worm and nut: ratio of 27 to 1.

SUSPENSION: Semi-elliptic springs, with telescopic shock absorbers on the front axle only.

ELECTRICAL: 12v. compensated-voltage-control system with 120-amp.-hr. battery.

FUEL CONSUMPTION: Full load, 12.6 m.p.g. at 28 m.p.h. average speed. Half load, 14.3 m.p.g. at 30 m.p.h. average speed. Unladen, 14.8 m.g. at 30.3 m.p.h. average speed. Full load run gave 59.21 gross ton-m.p.h. and a time-load-mileage factor of 1,658.

TANK CAPACITY: 15 gal. range approximately 180 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 7.5 sec.; 0-30 m.p.h., 15 sec.; 0-40 m.p.h., 27.5 sec.; 0-50 m.p.h. 45 sec.; direct drive, 10-20 m.p.h., 12.5 sec.; 10-30 m.p.h., 12.5 sec.; 10-40 m.p.h., 36 sec.; 10-50 m.p.h., 53 sec.; 10-40 m.p.h., 36 sec.; 10-50 m.p.h., 53 sec.;

BRAKING: From 20 m.p.h., 23.25 ft. (18.6 ft. per sec. per sec.); from 30 m.p.h., 46.5 ft. (20.9 ft. per sec.).

WEIGHT RATIO: 0.851 b.h.p. per cwc, gross weight as cested.

FORWARD VISIBILITY: To within 7 ft. 6 in. of front bumper at ground level on centre line.

TURNING CIRCLES: 37 ft. both locks: swept circles, 40 ft. both locks.

MAKERS: Dennis Bros, Ltd., Guildford, Surrey.

The pull-up hand brake was also powerful, locking both rear wheels and giving a reading on the Tapley meter of 33 per cent.

Fuel-consumption runs were made over a three-mile stretch of the A3 road north-east of Guildford. Each test consisted of non-stop, out-andreturn runs totalling six miles. The fuel-measuring device was an

M.G.A. Petrometer. This apparatus counts the units of fuel consumed electronically, giving results accurate to within 1/250th of a pint. At full load, keeping the speedometer at around 35 m.p.h., the vehicle consumed 34 pint of petrol over the course, giving a consumption of 12.6 m.p.g. at an average speed of 28 m.p.h.

Returning to the Dennis works, half

the test load was removed to reduce the all-up weight to about 3 tons 13 cwt. A further run was then undertaken, which gave 14.3 m.p.g. at an average speed of 30 m.p.h. The remainder of the load was then removed and an unladen run was carried out at 30.3 m.p.h. for a fuelconsumption rate of 14.8 m.p.g.

When the van was fully laden, I made a fast run to estimate the fuel consumption when it was driven "flat out." Employing a leaden-right-foot technique over the same course with the speedometer needle, wherever possible, above the 50 m.p.h. mark and on occasions just below 60 m.p.h., a run was made at an average speed of 36.6 m.p.h., with a fuel-consumption return of 9.9 m.p.g.

# Performance First

For an engine which has been deliberately uprated for performance without thought for economy, these figures are commendable. Even when driven hard on town work, the fuel-consumption rate is not likely to drop below 11 m.p.g. when running unladen half the time, as Fleet Deliveries' vans do, whilst on long runs, laden in only one direction, the figure should be of the order of 13 m.p.g. The prototype Fleet Special bears out this belief, as it has averaged about 12 m.p.g. while it has been in service.

Wishing to see how the van performed on its home ground I spent a day driving it in London. As it was unladen, the acceleration was obviously even better than it had been during the scheduled tests, making it possible to keep up with, and even overtake, private cars in London traffic.

## Easy to Manœuvre

An extremely good lock giving a turning circle of 37 ft. and good forward vision make the van highly manœuvrable and pleasant to drive in congested conditions. When laden, I had noticed that the steering tended to be rather woolly and to have little self-centring action. This characteristic was not nearly as apparent when the load was removed and I assumed that it was in some part caused by the rather large tyres.

Apart from the provision of an accessible gear lever, Mr. Jones and Dennis Bros. have paid much other attention to the comfort of the driver. Ease of entry is one of the features of the cab, the door-sill line of which is low because of the use of 15-in. wheels. Wide steps are provided at hub level on each side, whilst large and robust grab rails help the driver to get in and out.

The sliding doors have deep drop windows which give good sideways vision. Although fabricated of metal panels on a wooden frame, the cab and body share a translucent plastics roof panel.

Detail refinements in the construction of the body and chassis can be seen in the design of the front bumper and in the shutter used at the rear. The bumper is extended around the front quarters to combine with the wheel-arches. The gap between it and the body is filled by chequer-plate decking to form both the entrance steps and a ledge on which the driver can stand to clean the divided windscreen.

The rear shutter is of plastics construction made up of a one-piece resinreinforced glass-fibre sheet braced laterally by bonded-in angle strips of similar material. Running in a channel, it relies on the flexibility of the plastics to allow it to curve upwards into the roof. Although rather stiff to operate, it could easily be assisted by a spring or a similar mechanical aid.

Wooden shutters previously used by Fleet Deliveries have had a short life, as the vehicles are often driven with the shutters up, causing constant hammering and consequent damage.

# **Good Driving Position**

The two-way adjustable seat for the driver is well situated with regard to the pedals and gives a good alert driving position. Otherwise well equipped, the cab had no interior light, although one was fitted in the body.

Great care has been taken to ensure good accessibility to units requiring a regular servicing. The top of the engine cowling is readily removable by releasing three spring clips. It has a trap to give access to the oil filler, whilst another trap in the near side of the cowl allows the dipstick to be reached. Using this side trap I was able to check the oil level in 17 seconds without difficulty.

The battery is housed under the cab

floor beneath the passenger's feet. It is covered by a hinged chequer-plate trap secured by a single fastener. The trap was opened, the level of the six cells inspected and the cover secured in 60 seconds.

Two panels are incorporated in the near side of the engine cowl, which, when removed, reveal the sparking plugs. I was unable to remove a plug because it was not possible to obtain a suitable box spanner. The sparking plugs used in the Dennis engine are 18 mm. and no tool kits or spare wheels are provided with the vehicles supplied to Fleet Deliveries. However, given the correct tool, this would cause no difficulty.

# Engine Accessible

A large removable panel is also fitted in the near side of the cowl to give access to the inlet and exhaust manifolds. Separate master cylinders for the hydraulic clutch mechanism and braking system are located under the floor on the driver's side of the cab and reached through two hinged traps. In all, the engine and its accessories will create few accessibility problems during routine maintenance.

As I did not have a jack it was also impossible to adjust the brakes, but as these are taken up by single square-headed nuts on the brake back-plates, they, too, should present little difficulty.

Attractive in appearance and almost completely vice-free, whilst giving a remarkable performance, the Fleet Special is an excellent example of how far a specialized manufacturer can go to give complete satisfaction to the operator. Although it has naturally proved to be much more expensive than a mass-produced equivalent would be, it does its specified job as no other vehicle offered can.

The proof of a vehicle is in the driving and Mr. Jones, after nearly a year's experience with the prototype, has drivers clamouring for delivery of the remaining 16 vehicles which constitute the original order.

# Carlisle Couple Granted Car Transporter

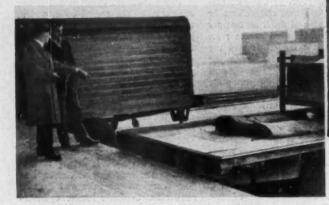
TWO local motor dealers gave supporting evidence at Carlisle, last week, when Mr. J. A. T. Hanlon, Northern Licensing Authority, heard an application for two car transporters on B licence. It was put forward by Mr. and Mrs. A. L. MacDowall, trading as Cleaning Contractors, Tarraby, Carlisle, who sought a radius of 350 miles.

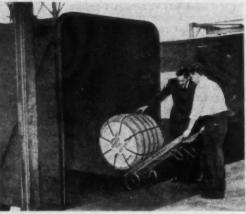
Mrs. MacDowall produced a number of letters from dealers stating that there was a demand for a service as no transporters were available locally. It was intended that each transporter should make three journeys a week at a rate of about 7d. per mile per vehicle.

For the British Transport Commission, Mr. F. J. McHugh claimed that present facilities for taking cars to the area from the Midlands and the south were adequate. Either British Railways or British Road Services could be used.

Mr. Hanlon said there was not sufficient evidence for a full grant. However, one transporter might provide a useful service, so he would allow one vehicle to carry new cars from manufacturers to destinations within 40 miles of Carlisle.

(Below) Difficulties of loading heavy equipment on to the platform of a Leyland Octopus from a relatively low deck are discussed by Mr. A. R. Butt, of Morris Transport Co., Ltd., with the driver of the vehicle. (Right) In contrast, the ease with which a nearby works trailer is loaded by hand trolley shows the advantages of matching platform and deck heights.





Air Suspension Offers Valuable Possibilities in Solving the Irritating Problem of-

# Adjusting Platform to Bank Height

OADING height is extremely important to many goods-vehicle operators. In some cases the lowest possible floor height is required to facilitate unloading to ground level. In others, the height must correspond as closely as possible to that of the operator's loading deck or to the normal height of the decks on customers'

Indeed, a variation of 3-4 in. can determine the suitability of any particular model. Modifications to a truck body to accommodate all the individual requirements of an operator may add substantially to the cost and weight, and may increase its overall height. The alternative may well be to buy another make of chassis on which a standard body is suitable.

## Vehicle Design Hindered

The general use of relatively high loading decks, rather than height variation, can create a difficult problem in vehicle design. Whilst it is unlikely that the floor height of heavier types will be appreciably reduced, pending the production of small-diameter tyres offering a normal mileage life, the necessity to build vehicles with a minimum chassis height can hinder other improvements in design.

Depot equipment that lifts or lowers the vehicle to the necessary deck height, or adjusts the height of part of the deck to that of the vehicle floor, is being increasingly employed, despite obvious disadvantages.

A vehicle lift is costly and none of the conventional types can accom-D14

By P. A. C. Brockington, A.M.I.Mech.E.

modate more than one lorry. Moreover, its position cannot readily be changed. In a number of systems only the rear wheels are raised, with the result that the vehicle floor is no longer horizontal, and in others the elevating unit takes the form of a hinged ramp, the angle of which varies according to the floor height of the vehicle.

Obviously, "self-adjustment" of the floor height would be preferable if sufficient lifting range could be provided without undue complication of the mechanism.

Some of the potential advantages provided by easy adjustment of vehicle floor levels are indicated by the Cargon loading system, which was first shown by Fisher and Ludlow, Ltd., at the Austin exhibition last May (The Commercial Motor, May 23). This comprises a jacking system which elevates the rear wheels so that the lorry floor is matched to deck height. The floor is divided into sections, which are roller-mounted on rails and can be individually removed to rails on the deck by one man.

In this application it is necessary to adjust floor height to deck height Even if a vehicle were employed having a nominal floor height equal to the deck height, normal variations of the suspension system with changes of load would preclude its use unless some form of heightadjusting system were provided.

A built-in system of adjusting floor height would, however, enable rollerequipped body sections or pallets to be transferred to the deck without the use of auxiliary lifting gear. In many cases it would provide a less costly and speedier alternative to employing fork trucks or overhead hoists.

A lift of around 6 in. from bump level should be sufficient to enable the platform height of most heavy vehicles to be adjusted to the appropriate deck height, so long as a normal bodymounting frame were used.

# Air Springs the Answer

General adoption of air suspension should meet the need for a heightadjusting floor without employing separate lifting gear or adding appreciably to the weight and cost of the vehicle. The Firestone Tyre and Rubber Co., Ltd., say that a lifting range of about 6 in. could be provided by a standard double-convolute bellows. Other makers confirm that standard air-suspension systems could be adapted to give loading-height variations.

The overall range of movement in the case of the Firestone double-convolution bellows suitable for heavy vehicles is 8 in. In the neutral selflevelling position the floor height is 4 in, above the bump height. When the vehicle is fully laden, pneumatic pressure is automatically increased to approximately 80 p.s.i.

If the pressure were increased sufficiently to raise the laden body a further 4 in. the effective load-carrying area of the bellows in a typical instance would be reduced from 67 sq. in. to 10 sq. in. It would, therefore, be necessary to

employ a pressure of around 550 p.s.i. to extend the lifting range to its limit. If the vehicle were carrying an overload, the required pressure would be correspondingly increased.

Such a high pressure could not be accommodated by a standard bellows, and although a special type could be produced to cater for pressures of this operational characteristics would be adversely affected.

In a suitable high-pressure bellows the reduction in load-carrying area with extension of the bellows would be relatively small, which would unfavourably affect rebound characteristics and impact loading on the tyres would be increased.

#### Lift of 2 in. Easy

It would be unnecessary, however, to employ special bellows for a lift of 2 in, above the neutral position, the resultant reduction in area being 22 The maximum pressure in. required would then be about 120 p.s.i., which is well within the capabilities of a standard bellows. Air compressors of standard systems should also be capable of operating at this pressure for unloading purposes.

Firestone technicians consider that an auxiliary valve circuit could be incorporated in a standard suspension system to give a lifting range of 6 in. and that the cost of the additional equipment would be "reasonable."

They recommend for a standard suspension layout for a trailer and goods vehicle the trailing-arm type, with the bellows installed behind the wheel, as this improves roll stability and enables smaller bellows to be employed. Although the mechanical advantage provided by the trailing-arm system, in which the bellows is located between the pivot and wheel, offers also some operational benefits, it reduces roll resistance and is not suitable for heavy vehicles with a high centre of gravity.

#### **Big Bellows Needed**

Two relatively large bellows are required for a direct-acting type and roll stability is adversely affected, compared with the use of a trailing-arm unit with the bellows behind the wheel. A periodicity of around 90 c.p.m. is regarded by Firestone designers as the practical minimum for heavy goods-

When I asked them what they thought of the potential value of a platform lift of 6 in. from bump level to maximum height, leading operators in the Midlands were unanimous that the system had "great possibilities."

One haulier immediately checked the loading heights of a number of four- and eight-wheelers ranging in capacity from 4 tons to the legal maximum as a guide to its advantages to the operator of a mixed fleet.

Comparing six vehicles, the maximum difference based on laden height The normal platform was 31 in. height of a vehicle equipped with air suspension does not change with load variation, and the system would enable the platforms of all the vehicles to be adjusted to the same deck level.

The development of a platformelevating system would also enable the vehicle to carry complete body stillages. In this case a bare chassis would be used, and would be reversed between the legs of the stillage.

After the frame had been lowered on to the bump rubbers, it would be raised sufficiently to lift the stillage; at the same time an automatic mechanism would lock the stillage in position and, if necessary, retract the legs a few inches to provide adequate ground clearance.

# Bedford Light Van Restyled



A one-piece windscreen and new grille are obvious frontal changes in the Bedford C-type van.

REVISED front-end appearance and A detail modifications to the cab and rear end are announced for the Bedford C-type 10-12-cwt. and 15-cwt. vans. These are the first changes in appearance since the C-type was introduced in 1952. Since that time more than 110,000 vans and chassis have been built.

A one-piece curved windscreen replaces the two-piece screen, but occupies about the same area. Larger wipers are now fitted and the wiped area is claimed to be substantially greater than before. grille also has been altered.

Flashing direction indicators are now Those at the front standard equipment. are combined with the side lights and those at the rear are mounted at waist height for maximum visibility. The rear lights are now above the bumper line.

A tray is provided for books and

documents in the near side of the cab. Improved rear seals at the sliding side doors make them more resistant to damage. A revised instruments panel incorporates the direction-indicator control at the top and the ignition/lighting switch below.

Aluminium paint finish is used for the wheels. Hub plates are supplied in body colour or primer. A full-width rear bumper is available as a production option at a cost of £1 18s. 9d., and other new accessories include a sun visor and a hand-pump windscreen washer.

Prices of the current vans are follows: 10-12-cwt. chassis, £421 2s. 2d.; 10-12-cwt. van, £521 2s. 2d. (purchase tax in each case £76 2s. 2d.); 15-cwt. chassis, £429 11s. 11d.; 15-cwt. van. £529 11s. 11d. (purchase tax in each case £77 10s. 11d.).

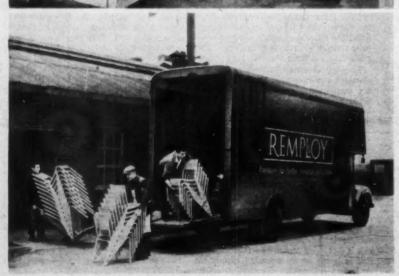
# Plastics Cab in New U.S. Tractor

NEW tractor unit, designated the A 5000, which has been introduced by the White Motor Co., Cleveland, Ohio, U.S.A., is unusual for an American vehicle in having a plastics cab. The cab is 8 ft. wide and only 4 ft. 2 in. long, and is based on an extruded aluminium underframe. It can be tilted hydraulically. and the driver's door is carried round the rear corner to aid access to the seat over the front wheel.

A two-piece curved windscreen employed and the engine cowl is moulded closely round the power unit to save interior space, and to keep out fumes and air. The new tractor is powered by a Cummins oil engine and the light-weight version of it weighs just over 4 tons complete.

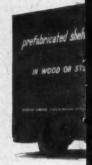






(Left) A Thames 4D van being loaded with tea trolleys in Tower Bridge Road, London. The goods are being consigned to Bentham d-pot. The van has a 3-ft. 9-in. Baico extension, and a capacity of 1,500 cu. ft.

(Right) Two tractors and three semi-trailers are shuttled between England and Ulster. This Thames tractor has a semi-trailer on which the space for display artwork has been exploited.



# ROAD T

(Left) A Thames 5-ton platform lorry being loaded with Dishmaster domestic appliances at Park Royal for export consignment, Remploy have big interests in packaging. The elevating truck is a Lansing Bagnall.

(Right) Cardboard boxes are being placed in this Thames 4D at Dagenham for delivery in London. Remploy vehicles average about 500 miles a week.

How Remploy, Faced With a Peculiar Manufacturing Problem, Use Their Fleet to Link Workshops with Depots and Customers

(Lefi) A 1,200-cu.-fi. pantechnicon based on a Thames 4D 4-ton chassis taking on a load of stacking chairs at Barking. These are for delivery at the Oldham depot.

(Right) This Thames 10-cwt, van is one of a number used to carry books sent to Remploy by library authorities for rebinding. It is seen at the Barking works.



# RANSPORT HE DISABLED



In 90 factories scattered all over the country, Remploy, Ltd., provide productive work for more than 6,000 severely disabled men and women. This State-sponsored organization, in order not to embarrass unduly any section of industry, manufactures an exceptionally wide range of products. This is one reason why the transport activities of the C-licence fleet are different in pattern from that of a normal commercial concern turning over £4m. a year. In fact, the flexibility of road transport largely makes possible the working of Remploy.

None of the factories is large as the establishments must be set up in areas, such as mining districts, where there are disabled people to be employed, and spread so that none has to travel far to work. Some workshops are isolated from big centres of population. Many employees, so handicapped that they cannot leave their homes, are occupied as out-workers to factories, being visited regularly by company drivers who bring materials and take finished articles away.

## Two Main Warehouses

With an organization comprising a large number of small production units, it is more economic for distribution to customers to be co-ordinated than for each factory to undertake it more than partially for itself. Remploy, therefore, operate two main warehouses at Oldham and Bentham, with a smaller warehouse in Glasgow. Most of the production is brought to these centres for final consignment, and from there onwards the traffic arrangements are like those of any other company. Shortly the Bentham depot will be transferred to a new building at Swindon.

Fifty-one of the company's vehicles are 1,000-1,500-cu.-ft. pantechnicons. Forty-one of these are Thames 4D models and the remainder Guy and Bedford. A regular service is operated to Ulster via the Preston-Larne ferry, and a Bedford and a Thames tractor provide this facility in conjunction with three Scammell and Brockhouse 1,500-cu.-ft. semi-trailers. Other vehicles include five 4D 500-cu.-ft. vans, also 12 3-5-ton lorries and 12 10-15-cwt. vans of Austin, Bedford, Guy and Thames manufacture.

Sixteen Thames utilities are also employed, and there is an Austin oil-engined exhibition van. Forty-seven of the vehicles work in the north of the country above a line from Boston to Aberdovey, and 52 in the south, apart from the mobile exhibition which tours at large. Eleven northern factories have a vehicle each, and one or two are based at each of eight factories in the south. These are nearly all light vans and utilities employed on collecting raw materials, carrying personnel, calling upon out-workers and occasionally delivering finished products locally.

#### Hauliers' Services

The remainder of the fleet is centred on Oldham and Bentham, there being 36 and 42 vehicles respectively. They are supplemented by 14 contract-A licence lorries, 12 of which operate in the north, and the services of general hauliers are relied upon for the handling of about a third of the available traffic.

Predominance of pantechnicons in the fleet is a reflection of Remploy production. Handicapped men are obviously best employed for the manufacture of comparatively light and uncomplicated fabrications rather than those which might call for long apprenticeship—bearing in mind that the work they do is nearly always not that for which they trained as youngsters. Furthermore, the use of heavy production machinery for repetition work is precluded largely by the dispersal of the company into small workshops.

Remploy therefore make furniture of all kinds, sheetmetal and tubular ware, wood and metal shelving, bedding, portable wood buildings and cardboard boxes. These are

017

Tours made by the Austin-Sparshatt mobile exhibition have resulted in boosts in sales. Kitchen cabinets, dining suites and other products are displayed inside.

bulky goods which require transport in large-capacity vans. Although furniture and the other items mentioned preponderate in the company's output, there is a diversity of other functions, including the manufacture of knitwear, protective clothing, leather goods, electrical elements and heaters, orthopædic appliances, also light engineering, bookbinding and packaging. Packaging represents a division which preserves and packs for storage all manner of metal components ranging from nuts and bolts to axles and machinery.

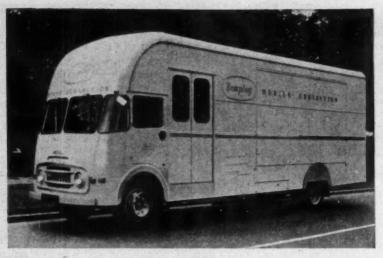
Some of these activities involve the use of ordinary lorries, but these are

mainly engaged upon transporting raw materials. The vans nearly all have composite bodywork by Messrs. Howards, of West Ham, and have integral cabs with, on the latest types, translucent roof panels. Use of articulated boxvans will be taken a step further next year when bulk loads will be trunked between Oldham and Swindon.

Vehicles average about 500 miles a week, delivering to wholesalers, factories, shops, hospitals and schools, as well as docks with export traffic. Because Remploy workshops are fairly widespread, it is often possible to find return loads for vehicles which may travel a long way from base.

Unexpectedly good results have come from the use of the mobile exhibition. This has a Sparshatt body 24 ft. long and 7 ft. 6 in. high, giving ample space for a display of kitchen cabinets, dining suites and other products. A 12-ft. side flap may be raised so that the exhibits can be seen from the outside. Retailers in various towns are invited to inspect the exhibition, and area salesmen have reported increases in orders of 50 per cent, or more after the vehicle has attended in their districts.

Vehicles based in the north are serviced at Oldham depot, where facilities exist for repair and replacement work not involving special machining. In the south, main-

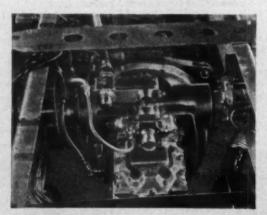


tenance is entrusted to the trade, but the position will be similar to that at Oldham because a garage and workshop is being installed at Swindon. There is a monthly dock for servicing and inspection. Engine oils are changed at 3,000 miles and transmission oils at 6,000 miles.

During the past three years, the fleet has become predominantly oil-engined in the heavier classes, chiefly because of the adoption of the 4D. This type made an early appeal because of its competitive cost and has since averaged 22 m.p.g. with up to 80,000 miles run before need arises for decarbonizing and new piston rings.

Maintenance and tyre records are kept so that the performances of individual vehicles may be checked and compared, and costs are computed by means of Powers-Samas punched-card apparatus. Standing charges comprise: tax, insurance, depreciation, repairs, wages and establishment costs. Running expenses are: fuel, overtime, servicing, oil, subsistence allowances, and tyres. Each of these items has a code reference, and there are additional references for actual costs of repairs and tyres, the headings mentioned in the standing charges and running expenses being notional allotments. From time to time these may be compared with actual outlay.

# Guy Fit German Gearbox in Passenger Chassis



The ZF air-assisted synchromesh gearbox, unit mounted with a Leyland 0.680 oil engine, is seen installed in a Guy Victory passenger chassis.

ONE of the exhibits at this year's Amsterdam Commercial Motor Show (February 6-14) will be a Guy Victory underfloor-engined passenger chassis with Leyland 0.680 150 b.h.p. oil engine and German ZF 655 six-speed gearbox with air-assisted gear-change. This chassis has been built to the order of a Dutch operator and will run at a maximum of 13½ tons gross weight.

Because of high gearing, its maximum speed is claimed to be about 75 m.p.h., but, other than the engine and gearbox, the chassis has a standard Victory specification. A three-point mounting layout is employed for the engine-gearbox unit, the two rear rubber mountings being vertical bushes enclosed by a special clutch housing—current Guy practice. The Leyland engine carries a 16.25-in.-diameter single-dry-plate clutch. The ZF gearbox, which has synchromesh engagement, has forward ratios of 5.88, 3.44, 2.36, 1.52, 1 and 0.63 to 1, reverse being 5.02 to 1.

The air servo mechanism is mounted on top of the gearbox, but the box occupies little more space than the standard non-assisted unit. A constant-mesh version is offered and the Leyland O.600 oil engine, which develops 125 b.h.p., is available as an alternative.

engine, which develops 125 b.h.p., is available as an alternative. Another Guy exhibit at Amsterdam will be the Victory chassis with air suspension, disc brakes and fully automatic gearbox, which was seen at Earls Court last year. Invincible Mk. II models will also be shown.

# One of Britain's largest gravel companies adopts YORK semi-trailer tippers



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Licensing field during the past year, the features that immediately come to mind are the controversy over normal user, the increase in the number of public inquiries to consider whether licences should be suspended or revoked, and the problems created by special A licences. These questions are all interconnected, and an appraisal of the past may well assist hauliers who are faced with the expiry of special A licences this year.

Probably the most important development was the disturbing tendency towards making normal user a strict condition of a public A licence.

This stemmed from the Transport Tribunal's written judgment in February on the appeal of C. Knight and Sons, Ltd., against the West Midland Deputy Licensing Authority's refusal to renew two A licences for three vehicles, because the normal user had been changed.

The Tribunal held that a deliberate departure from a haulier's declared statement of intention when a licence was granted was a sufficient reason for refusing to renew it on the ground of his previous conduct as a carrier of goods. A major change during the currency of a licence should be declared and a new licence applied for, adducing affirmative evidence to prove need. In June, the Tribunal's views were upheld by Lord Goddard, in the Divisional Court, when giving judgment on the Hesketh appeal.

# **That Declaration**

An important point, which does not always seem to be clearly understood, is the Tribunal's view on the statutory form G.V.1A, on which applicants fill in their declaration of intention. The Tribunal have pointed out that the question is divided into two parts: (a) the class or description of goods to be carried, and (b) the districts in, or places between which the vehicles will normally be used.

As "normally" does not enter into the first part of the question, their interpretation is that the statement of goods to be carried must be precise, and that "normally" refers only to

districts and places.

British Railways have taken full advantage of the situation in attempting to tie down hauliers within strict limits, and the use of wide terms now invites objection. "General goods, Great Britain," is no longer acceptable in some areas, and everywhere it is extremely difficult to justify. It must be said, however, that, judging by the light-hearted way in which modifications are accepted, many hauliers over-

state their cases, thereby giving the objectors a lever.

In some instances, when pressed by objectors, applicants have given undertakings that no work outside the normal user will be accepted, which, in effect, amounts to the restrictions of a B licence without its compensations. Such undertakings have not been unusual in applications for "maintenance" vehicles, but their growth with regard to regular service vehicles is disturbing.

No public A licence should be granted in such circumstances, and any haulier who genuinely requires a vehicle for use only within conditions

Lessons from Licensing

(1) If the Nature of a Haulage Business Changes Substantially, Tell the Licensing Authority: (2) Meet Force with Force: (3) Check Weights of Special A Vehicles: (4) Prepare Cases Carefully

# By G. Duncan Jewell

would be well advised to apply for a B licence. A strict condition on an A licence would be extremely difficult to enforce. No prosecution for work done outside normal user would hold water in the courts and, although the matter could be dealt with on renewal or under Section 9(4) of the 1953 Act, proof would be a stumbling block.

Some Licensing Authorities have made it clear that they regard 10-15 per cent. of work outside normal user as legitimate. In Scotland it is common practice to specify normal user as a percentage up to 90 or 95.

### When Traffic Changes

Changes during the currency of many licences are inevitable, because of fluctuations in the volume and nature of industrial production. Although no percentage of change has been specified by the Tribunal, the wise haulier will notify any major variation to his Licensing Authority.

British Railways' policy with regard to normal user, although of great nuisance value in their fight to obtain fresh traffic, has also been a source

of acute embarrassment both to themselves and to British Road Services. B.R.S. have pursued a more moderate policy. Their change-over from free and special A licences to public A licences, whilst generally smooth, ran into trouble both in the north of England and in Scotland.

For their collection and delivery vehicles, the railways applied throughout the country for a normal user of "All classes and descriptions of goods within 20 miles, mainly for the collection and delivery of railborne traffic." This was challenged in Northern Scotland.

At the inquiry in Aberdeen more than 50 objectors submitted that the railways were no longer in a privileged position and must justify the need. After the Scottish Deputy Licensing Authority had found that no case was proved for a 20-mile radius they accepted a licence specifying each of 26 bases with the words "and district" added.

In some areas, where private hauliers failed to challenge the normal user, the applications were granted in chambers, but in the North-West and Yorkshire full-scale inquiries were held in public. An interesting feature of the applications was the number of railway vehicles which was apparently redundant. In the North-West alone, licences for 80 vehicles and 192 trailers were surrendered. In Scotland, too, the number was large.

B.R.S. (Parcels), Ltd., who originally applied in Northern Scotland for "Mainly parcels/smalls, Great Britain," agreed, after objections had been lodged, to a separate user for each base, according to need. In the Northern Traffic Area an application for "General goods," in specified areas was opposed by 20 hauliers and reduced to "Parcels and smalls."

# B.R.S. Limit User

B.R.S. (Pickfords), Ltd., applying for "General goods, mainly furniture, Great Britain," in North Wales, met with an objection inspired by the Road Haulage Association and reduced their terms to "Furniture and household effects, Great Britain."

The lesson to be learned from these proceedings is that the nationalized undertakings are just as vulnerable as the private haulier and if opposition were met with opposition in all areas, a much more reasonable attitude might be adopted. Normal-user restriction might devalue many haulage businesses—a factor of great importance to those who bought at the highest prices on denationalization.

Towards the end of the year the spetlight was thrown on another

021

aspect of British Transport Commission policy, when an application by B.R.S. (Pickfords), Ltd., for an A licence for three 4,000-gal. tankers was refused by the Scottish Licensing Authority, Mr. W. F. Quin. It was submitted that it was the company's policy not to operate vehicles on contract, but to run them all on A licences so that, when the big oil companies could not keep the tankers going, they could be put on other work.

The only evidence offered was a five-year contract with an oil company. The view was put forward that a document showing a binding undertaking was sufficient evidence and that it was a common misconception that evidence must be given by a witness. Mr. Quin was told that licences had been granted in other areas on similar evidence, and when the application was refused it was immediately announced that contract A licences would be sought.

# Sauce for the Gander

The strength of the opposition that private hauliers would provoke if they adopted such a policy can well be imagined. There is also the grave danger that A-licence vehicles used on contract could be switched elsewhere and contract licences taken out, or the threat of such a switch could be employed to stifle objections.

In March, special A activities came into the public eye when the North-Western Licensing Authority, Mr. F. Williamson, held a public inquiry into assignments to a Yorkshire tanker company, involving alterations in the weights of the vehicles after their conversion from "flats" into tankers.

The applicants had re-registered vehicles with the local taxation officer, after weight increases, but had not notified the Licensing Authority. Mr. Williamson was told that this had been done with the full knowledge of the Road Haulage Association, who had taken legal advice.

During 1956-57 the applicants had purchased platform lorries and converted them into tankers with increases in weight. No goodwill attached to special-A vehicles and work had to be found for them. Two vehicles purchased in the London area were now to be based in Manchester and were to serve the whole country.

Although the objectors contended that the weight increases were illegal, Mr. Williamson's view was that no action could be taken in the circumstances. Nevertheless, he refused the assignment of the two London vehicles on the ground that they could not conveniently serve the same area.

Mr. J. A. T. Hanlon, Northern Licensing Authority, however, took a different view of weight offences. He drew attention to questionable and irregular practices concerning the assignment of special-A vehicles, including trading by middlemen without physical possession of the vehicles and misuse of application forms.

Some licences were revoked for weight irregularities which went far beyond trivial alterations through repair or normal wear and tear. Mr. Hanlon expressed the view that other operators and the public must be protected, and rigid weight restrictions, as laid down in the Act, were the only safeguard against dubious transactions.

Regarding the activities of dealers, it has been argued that para. 8 of part one of the First Schedule to the 1953 Act does not state that in order to get the benefit of a special A licence a purchaser must take the vehicle, but only that there must be an agreement, after which he has a right to the vehicle. Whatever the ethics of the situation, the persons who, whether in ignorance or otherwise, break the law during dubious assignment transactions are the operators concerned.

The applicant for an assignment states on the form that the actual vehicle is in his possession and if, as in many instances, he purchases a new vehicle and never sees the original, he is making a false statement. It is also vital to have the vehicle weighed on delivery to ascertain whether it agrees with the weight shown in the book.

# **C-hiring Abused**

Earlier in the year, in Northern Scotland, the Deputy Licensing Authority, Mr. A. Robertson, spoke out concerning the abuse of C-hiring facilities, which he suggested had been going on for more than 10 years. There were strong grounds for suspicion, he added, of hiring agencies set up by certain hauliers, and the subterfuges used tended to disrupt the licensing system.

In many cases, neither the agencies nor the customers could be called the drivers' employers, and the vehicle operators must be held responsible. A number of prosecutions followed and in some cases vehicles were suspended and licences revoked.

Mr. W. P. James, West Midland Licensing Authority, had a difficult problem to face in the flood of licence applications for car transporters which followed the decision that they could no longer operate under trade plates.

The decision of the major car manufacturers that new cars should be transported rather than driven to their destinations has made deliveries of new transporters difficult. Many of the grants made will be reviewed early this year because of the unsatisfactory position regarding transporters on order, and the danger that if grants are not taken up, further applications for additional vehicles will be before the Licensing Authority while vehicles licensed are not yet on the road.

# Time and Money Wasted

Although many hauliers realize the necessity of properly prepared and presented applications, the Licensing Authorities believe that there is still a cavalier attitude in some quarters towards the licensing system.

There are far too many cases of non-appearance without notification, of uncertified figures, or lack of the right type of evidence and witnesses. Late renewals appear to be increasing and excuses for allowing a licence to lapse are numerous and often unconvincing. The notes sent out by the Licensing Authorities' offices on the proper presentation of cases are often completely ignored.

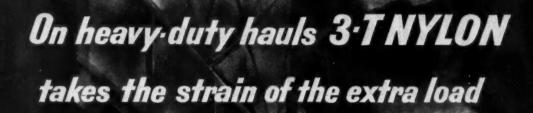
In some areas there has been cause for complaint of the attitude of applicants who have been before the road and rail negotiating committee and satisfied objectors. Having surmounted what they think is the main hurdle, they regard appearance before the Licensing Authority as a mere formality. In one or two instances they have not seen fit to appear. Operators who take this line in future may find they have more difficulty with their unopposed application than if the objectors had stayed in.

Whatever its shortcomings, the licensing system as a whole does the job for which it was intended—to protect the interests of both operators and customers. The efficient operator, who keeps his house in order and presents his applications in the proper form, has little to fear, but those who, despite repeated warnings, continue to regard licensing as something apart from daily operation will be the sufferers when special A licences have to be replaced by substantive public A licences.

# **Fundamental Principles**

THE finest vehicle in the world is not worth a penny if the operator cannot obtain a licence to run it. That is why it is essential for hauliers to understand the principles laid down by the Licensing Authorities and the Transport Tribunal.

"The Commercial Motor" provides the most comprehensive and accurate coverage of licensing cases. Only by reading the reports published every week in this journal can the haulier keep up to date with trends in licensing.



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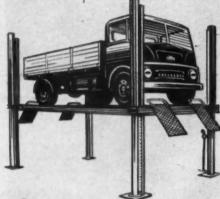
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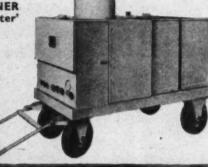
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# Political Commentary

By JANUS

# Nothing for Goodwill

UCH as the majority of people dislikes the idea of nationalization, they do not seriously question the right of a political party to put the idea into effect. Without clearly naming—or perhaps even clearly seeing—the targets, the Labour party threaten to take over any businesses or industries that do not stand up to certain unspecified tests. The threats have at least the appearance of legality in that the Socialists have in mind buying out their victims and paying compensation.

The public are reasonably sure that the formula on which payment is to be made will be more or less acceptable to both sides, although there is not likely to be unanimity about the value of the terms in the formula. The industries nationalized in the years following the war were given a fair deal in principle, even though the argument is still going on about what happened in practice. It is assumed that no worse treatment will be given to industries taken over in the future.

The exceptions seem to be the industries that the Labour party propose to renationalize. In the case of long-distance road haulage, it is the present intention that one of the terms in the formula shall no longer have any value. In the first flush of indignation the extremists wanted to go even further. They urged that the road haulage vehicles and other assets sold back to free enterprise should be confiscated on the return of a Socialist government. Wiser counsels modified the threat to a declaration that payment would be made only for the physical assets and not for goodwill.

Labour policy apparently remains at this stage, but nobody should deceive himself into thinking it a satisfactory compromise. When the Socialists next decide to make a statement on road haulage renationalization, they might well re-examine their minds and their consciences on the subject of compensation. If they look at it carefully, they may come to a fresh conclusion.

# Showing a Loss

To every business there is attached a goodwill, and this has a value wherever the business is not showing a loss. Neither the 1947 nor the 1953 Transport Acts referred directly to goodwill, but both Acts made sure in different ways that most of the assets taken over by the British Transport Commission or returned to free enterprise were sold at something a good deal more than they would fetch as chattels. The 1947 Act provided for a separate payment based on recent profits. The 1953 Act did not separate the items, but it is certain that the Disposal Board allowed nothing to be sold until the right price was offered. Each time an element, that may as well be called goodwill as anything else, was included in the purchase price.

If it is to be excluded at the next swing of the pendulum, the consequences may be more far-reaching than even the Labour party suppose. In case they return to power and ever reach the point of introducing a renationalization Act, it is important for public opinion to be made aware, well in advance, that the new legislation will not merely recapitulate but will introduce an entirely new principle—that of confiscation.

Past experience shows that once a principle is established it is applied to an increasingly wide range of cases. Most people regard, with a repugnance only partly due to experience, the thought of any further extension of State ownership. They should be thoroughly alarmed at the hint that not even a pretence is to be made of a proper

commercial transaction. Once the Labour party are allowed to get away with buying merely the assets of road haulage undertakings, they may well decide that this is an excellent basis for other nationalization schemes. They will be encouraged to embark that much more boldly upon experiments that seem to cost so little.

Perhaps genuinely, the Socialists are relying upon false arguments. They assume without justification that nationalization and renationalization are somehow different in kind. They say that they are not prepared to pay twice for the same thing, although they will apparently pay twice for the vehicles. They believe that the value of goodwill is like the value of the bargain in the January sales, and cannot be repeated. If the Labour party can really uphold a principle so much the reverse of common sense, the country's future under their government would indeed be gloomy.

# **Almost Subversive**

Another point from the Socialist side is that they have given ample warning of their intentions. This, if valid, would excuse any crime. Operators who bought transport units from the B.T.C. were acting in accordance with the law. They expected appropriate noises from the Opposin, but it is almost subversive to suggest that threats against people who carry out the wishes of Parliament should be taken as any more than political flourishes.

Even more ingenuous is the argument that hauliers who bought transport units acquired merely a five-year special A licence and cannot expect their rights to continue after its expiry. It would never have been proposed or accepted that the licence be conferred in perpetuity, but the operator who has used it wisely has built up goodwill for which he may confidently expect an ordinary A licence when the time comes for renewal.

The Labour party's transport experts suggest that they will not so much take over businesses as allow the B.T.C. to absorb them. There will be restrictions imposed on the operations of independent hauliers, who will either have to conform or offer their undertakings for sale to the B.T.C. at a knockdown price. This may conceivably bring the holders of special A licences into the net on the terms envisaged by the Labour party, but will also trap a large number of hauliers who remained in business following the 1947 Act, and may have been granted original permits.

Under that Act, an operator who was not granted a permit to enable him to continue his long-distance work was entitled to hand over some of his vehicles and to receive reasonable compensation. The Labour party may feel bound in equity to make similar provision next time; they can hardly blame the ordinary A- or B-licence holder from taking advantage of the raising of the 25-mile radial restriction. They would therefore find themselves in the position of having to compensate such an operator, who had paid nothing for his right, and not compensate the only operator who in fact had made a specific payment.

Although the idea of not paying for the confiscation of the special A licence may seem just and reasonable to the Socialists, it becomes absurd as soon as the consequences are considered. It comes like the misleading visions that trouble the hermits. It has the form and lineaments of the Socialists' own ideals, for it apparently smooths the path towards integration and public ownership. To the outsider the vision has a less prepossessing shape. It looks more like a not very plausible excuse for revenge.

# Opinions and Queries

# Readers Look at Future Design

WRITE to congratulate the technical editor, John Moon, on his most interesting article on the trunk road vehicle of the future. I am prepared to accept almost all his ideas with little or no reservation. Also, I am delighted to find that he supports my advocacy of air cooling for such vehicles. However, I must question his choice of the two-stroke cycle.

It is, of course, unarguable that a two-stroke engine develops more power for its size than a four-stroke, but by the same token, it produces more heat. I hesitate to suggest that it would be impossible to disperse the extra

heat, but it presents a substantial problem.

Assuming that this dispersal is feasible it will call for the fitting of larger fins, and as fin diameter determines the overall length of an air-cooled engine the high-power two-stroke tends to lose its size advantage relative to the four-stroke of equivalent power.

The cooling of large air-cooled two-strokes is further complicated by the fact that the lower part of each cylinder barrel has to accommodate at least one port, so that it is impossible for uniform finning to be continued throughout the length of the barrel.

Fortunately, judging by Lofthouse's excellent drawings—which also call for congratulations—there is ample room for a four-stroke engine in the position chosen by Mr. Moon.

Stutton, nr. Ipswich.

E. N. FARRAR.

IT was with great interest that I read the article "A Vehicle for Motorways" in the December 12 issue of The Commercial Motor. However, I would have placed the appearance of a vehicle such as that envisaged by your technical editor in the more immediate future than the next 15 or 20 years. For such a long-term view, I think the following considerations would have more weight.

It is interesting to reflect that the road-holding of cars in general was immensely improved when designers discarded the concept of an open-section chassis with stiff springs in favour of torsionally rigid chassis (or integral chassis-body structures) and comparatively soft springing.

Up to the present, heavy commercial vehicles, using, as they do, a basically constant-rate suspension and having to keep the difference between laden and unladen heights within practical limits whilst coping with vast variations of load, have been unable to employ a sufficiently low-rate and long-travel suspension to accommodate ground-surface irregularities without considerable torsional flexure of the chassis.

With the advent, however, of practicable variable-rate suspension systems the chassis may be made as torsionally rigid as possible, and the suspension may be left to tackle the "lumps and bumps" by itself. Another advantage of long-travel suspensions on multi-wheelers is that balance beams between the front and rear axles of bogies could be dispensed with without the risk of overloading one axle or the other on uneven ground. This would obviate the phenomenon where bogies are continually bouncing from one axle to the other when travelling at speed.

The springing medium could be rubber, air, or even oil (as used in some aircraft undercarriages). The last might fit conveniently into the hydraulic power system.

How about employing independent suspension, particularly at the front? Correctly designed, this would reduce wheel shimmy and improve stability and road-holding.

Independent suspension at the rear could result in a useful increase in stability and reduction of unsprung weight. However, the mechanical complexity would be great and any suspension geometry involving a varying camber angle might have some odd effects with twin-tyred rear wheels.

Perhaps an assembly of (light alloy?) castings could be used, consisting of a rear-mounted engine, gearbox, and differentials, with a suspension similar to that of the Skoda dump truck, using single-tyred wheels. All moving parts could be served by a common lubrication system. Part of the assembly could take structural loads, Skoda-fashion, to reduce weight.

The use of a considerably smaller overall wheel diameter than the current fashion dictates would bring attendant advantages in the reduction of unsprung weight, of undesirable gyroscopic effects on the front wheels and a possible reduction of tyre running costs. It would also permit a lower platform height, which would lower the centre of gravity of the laden vehicle, thus improving stability. Whether the advantages of a lower platform height would offset the inconvenience of its being non-standard would, of course, depend on the type of operation in which the vehicle would be engaged.

To sum up, I would say that if the high-speed potential of the motorways is to be effectively and safely realized, the road-holding and braking of heavy vehicles are features that will need the most careful attention. I believe that the development of brakes is proceeding along satisfactory lines, but I would like to see a little more initiative in

chassis and suspension design.

Hatfield, Herts. C. BATTEN.

[One of the principal objects in mind when formulating the design of this vehicle was to keep the cost low, and this was why as simple a suspension system as possible was employed. Independent suspension at the front bogie of an eight-wheeler would be somewhat complicated, particularly with the use of rubber, air or hydraulic suspension, and certainly cost would rule out its employment at the rear bogie.

Similarly, a conventional engine location was adopted so that a more or less standard unit could be employed, and, of course, with the tilt cab as drawn, engine accessibility would be considerably better than would be possible with a rear-mounted unit. In any event, it would be difficult to mount the engine at the rear of the chassis if, as Mr. Batten suggests, smaller wheels were employed.—ED.]

READ with interest the most stimulating article in your issue of December 12, covering the design of a vehicle for the motorways, but I do question whether your technically-minded readers would approve of a future design which has so much unsprung axle weight. One can only conclude that the use of I.R.S. and I.F.S. produces insufficient dividends, especially having regard to the running surface on the motorway and the moderate average speeds to offset the cost, weight and extra maintenance.

Even if this position be accepted, I cannot understand why worm-driven axles have been incorporated in the design. Surely, for a motorway, with its limited gradients, a single driving axle would be all that is required? The percentage of time that double driving axles are essential in a year in southern England is small indeed, and, as you so rightly say, double drive with a third differential has no great advantage for winter conditions—it merely allows for even tyre wear.

On the other hand, the troubles we have had in practice (Continued on page 817)

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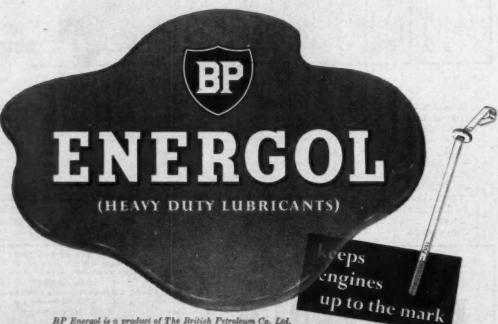
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with double driven axles without a third differential at moderate speeds are considerable, and at motorway speeds would result in very rapid tyre wear, or, alternatively, abnormal axle wear. In any case a double-reduction axle with the first reduction spiral or hypoid and the second helical or straight spur, would provide the capacity to deal with the torque at starting and slogging speeds, and the frictionless running so necessary at higher speeds. I am sure I can safely predict that worm axles will be as dead on the new heavies in 10 years as they are now on the modern so-called light vehicles-and for exactly the same R. W. AMEY, reasons.

Oxford

Director, Amey's Transport (Oxford), Ltd.

#### Accessibility from a Fitter's Viewpoint

FROM the paragraph "Off the Beam" under "Bird's Eye View" in The Commercial Motor dated December 5, it seems that "The Hawk" wishes to improve his knowledge regarding the inaccessibility of the components on some commercial vehicles.

The place to learn of such things is a maintenance shop. There he could question any fitter, or even listen to a man trying to reach a part that is hidden from sight and can

be touched only if he had fingers a foot long.

As a vehicle fitter I worked on more p.s.v. models than goods vehicles, so that my remarks may not apply to the latter. The modern slab front makes any simple job difficult and on some types the engine can be reached only by climbing in with it. Brake-shoe springs are usually out of sight and require two men and a "hook-up" to remove and refit. To remove the shoes often requires the removal of the hub. Then there are the dozens of nuts that would seem to require rubber ring spanners, and the trapdoors in bodies which are too small or in the wrong places. One thing in particular strikes me, that is the more modern the design the more difficult it is to work on and the longer it takes to do a job. Perhaps it is all the extra fancy bits that add to the difficulty.

If any designer writes to you to say that he knows modern vehicles require working on less often, he should talk to a few vehicle fitters to see what they think. In my view many designers are "crackers," and do not have much idea of what happens to their brain children once these are on the road.

Grimshy.

C. S. BETTINSON.

#### A Scottish Peck at "The Hawk"

HAVE to take "The Hawk" to task for his flippant reply to the reasonable request of Robt. Walling, motoring correspondent of the Evening Standard, when he asked: "What impact force would result if a 14 tons gross vehicle hit a halted vehicle at a speed of 70 m.p.h.' Although a little weak in mathematics, I would say that it would approximate that of a large, plush car doing 110 m.p.h. In any case the end is the same and a butcher's mincing machine could do the job equally as well, whilst keeping the residue in a tidy heap. Arsenic in the comfort of one's own home would not impede following traffic.

One of life's maxims is not to cross your bridges until you come to them, there might be no bridge to cross. Let's not start a vehicle class war on the motorways, but

work together for safety and speed. Glasgow.

A.R.W.

#### Bird's Eye View

# Spreading the Load

By The Hawk

FOLLOWING a suggestion by The Commercial Motor, the national organizing committee of the Lorry Driver of the Year Competition are trying this year to spread out the eliminating rounds to avoid conflicts of dates. The proposed time-table is headed by Weymouth, who expect to hold their round on April 18 or 19. Other heats are proposed to be held at the rate of one (or, at the most, two) a week from June 7 until July 19. The final is scheduled for September 20.

A draft of the new regulations is now well advanced. Final touches will be put to them at a meeting of the national

committee in Coventry on January 27.

#### Honoured for Safety

A MONG those who received the M.B.C. in the Albert officer of Honours was Mr. E. S. Wilson, road safety officer of the for safety experiments. MONG those who received the M.B.E. in the New Year Slough, the Ministry of Transport's site for safety experiments. Mr. Wilson organizes the Slough round of the Lorry Driver the Year Competition, but has never attended a meeting of the national committee. Now that the Queen has recognized his work, perhaps his paymasters will find the price of his fare to Coventry to allow him to take part in the national management of the competition.

#### Benefactors

RECOGNIZING that, despite the best-laid safety schemes, accidents will continue to happen, G. and T. Earle, Ltd., Hull, provide readily accessible first-aid kits on all their cement-carrying vehicles. They announce the fact prominently on plates fixed to the front and rear of each vehicle. Their public spirit deserves the thanks of all road users.

#### Not Put Off

HAULIERS in the Metropolitan area need have no fear that the development of new towns will deprive them of traffic. "A Review of the Property Market, 1958," published by Chamberlain and Willows, surveyors and valuers, points out that, despite official efforts to encourage industry to migrate to other parts of the country, most of the inquiries for factory space received by the firm are from industrialists who want property in London and the Home Counties.

Food manufacturers have been particularly active in acquiring branch warehouses and depots in London and the provinces. Convenient access for commercial vehicles has been one of the main influences on the selection of sites.

HEAR that Mr. Wayne V. Myers, formerly of Redex fame, is thinking of becoming a bus operator. He is now a director of Myers Developments, Ltd., Nassau, Bahamas, and he has been asked to investigate the possibility of running a bus service in the island. With his experience in developing the Redex organization in Great Britain and overeseas, his latest project should be child's play.

#### Encouragement

MR. A. L. BLOWER, chairman of Guy Motors, Ltd., has promised the employees that when the company is prosperous again, their part in its success will not be forgotten. "We have got to work very hard and pull together if we are to succeed," he said. Already the red light is much dimmer than it was a year ago.

#### Dangerous Loading

SOME of the Ministry of Transport's enforcement officers, as well as the police, are perturbed by what appears to be an increase in cases of dangerous loading. Too many reports are reaching The Commercial Motor of loads slipping and falling off vehicles, sometimes causing serious injury.

These mishaps are reprehensible enough on ordinary roads, but on the motorways of the future, with traffic moving at up

to 100 m.p.h., they will become criminal.

# R.H.A. Refute Tribunal's Ruling on Rate for Tipper

THE Transport Tribunal's decision in the Weaver case (reported in *The Commercial Motor* on December 26) was severely criticized on Tuesday, by Mr. R. B. Brittain, chairman of the rates and carriers' liability committee of the Road Haulage Association, in a statement to this journal.

He denied that a 6-ton tipper could be operated at 10s, an hour for a 44-hour week. The Tribunal accepted this sum as sufficient to cover the cost of meeting haulage services required by Somerset County Council.

A charge of £22 for a 6-ton tipper for a 44-hour week was quite inadequate, said Mr. Brittain. Standing costs alone amounted to £14 7s. a week, made up of £9 for wages and national insurance, £1 for vehicle insurance, 17s. for Excise duty and licences, and £3 10s. for depreciation.

Overheads would normally amount to about £5 a week. Mr. K. G. Weaver, the haulier concerned, was an owner-driver, and it was possible that his overheads could perhaps be halved. Even so, the minimum total weekly standing cost

would be £16 17s.

On the basis of the work required, the mileage in a 44-hour week could not amount to less than 200, and would probably be much more. A conservative estimate of the running cost of an oilengined vehicle, covering fuel, oil, tyres and repairs, for 200 miles a week, was 7d. a mile. Running costs totalled £5 16s. 8d., making a minimum total operating cost per week of £22 13s. 8d.

Mr. Brittain observed that in "The Commercial Motor' Tables of Operating Costs" the weekly charge for a 6-ton petrol-engined vehicle travelling 200 miles was given as £30 6s.

"Hauliers are concerned not so much with the inaccuracies of Mr. Weaver's

arithmetic, but with any presumption that the Transport Tribunal found it to be correct," said Mr. Brittain. "Usually, the written judgments of the Tribunal are clearly and admirably expressed.... Unfortunately, the judgment in the Weaver case is surprisingly uninformative, and gives no indication at all as to the costing data on which the Tribunal reached its extraordinary view on road haulage rates."

He hoped his comment would "disabuse local authorities of any idea that a 6-ton tipper can be operated at 10s. per hour for a 44-hour week, except by an owner-driver who apparently thinks it worth his while to obtain, instead of a sum equal to the statutory minimum wage, a lesser sum which he chooses to regard as profit."

[The Tribunal's decision was criticized in The Commercial Motor last week.]

#### Continental Ferry Traffic Boom

THE number of vehicles carried by the Continental Ferry Service between Tilbury and Antwerp during 1958 was 3,535, representing a 150 per cent. increase over the previous year, Mr. N. J. H. Laws, a director of European Transits, Ltd., told members of the Institute of Traffic Administration at Manchester on Monday.

The most serious item in the course of the average delivery was the Continental haulage charges for taking British semitrailers to their destination, he said. A typical figure was 2s. 6d. per mile there and back for the journey from Antwerp

to Paris.

The success of the ferry system had led to new routes being set up, in particular Townsend Bros. Dover-Calais route due to open on January 19. Another development was the Felixstowe-Rotterdam route, which Fishers of Barrow would work with cargo vessels that had exceptionally large hatches, the vehicles being craned aboard.

There were many advantages in direct shipment by road, especially the avoidance of expensive cases. Strengthened chassis and oversize tyres were desirable, but various Continental regulations had to be met. Mr. Laws suggested that vehicles should have a tie-bar all round the platform to facilitate continuous roping which, among other things, eased the sealing of the load by the Customs.

He said a considerable amount of return traffic was available which was usually sufficient to cover the cost of the journey back. However, owing to high haulage charges on the Continent, some British operators had registered overseas companies to carry out their haulage there, instead of employing foreign concerns.

Gandy Acquisition: Gandy, Ltd., have agreed to buy for £111,894 the issued share capital of Fuller Frictions, Ltd.

Buttery Price: Cost of the Exide battery for Thames 15-cwt. conversions, described in last week's issue, should have been given as £10 10s.

Name Changed: The titles of the Bowes Seal Fast Corporation (Gt. Britain), Ltd., and an associated concern, A.P.A. (Automotive Parts and Accessories) have been joined to become Apaseal, Ltd.

R.H.A. Dinner: The Western Area of the Road Haulage Association will hold their annual dinner at the Berkeley Restaurant, Bristol, on March 19. The Lord Mayor of Bristol and Mr. R. N. Ingram, national chairman of the R.H.A., will be among those present.

Corrosion Exhibition: More than 70 exhibitors will take part in the Corrosion Exhibition at the Royal Horticultrail Society's New Hall, Westminster, from April 27 to 30. It will be opened by Sir Owen Wansbrough-Jones, chief scientist at the Ministry of Supply.

P.T.A. Papers: Mr. A. J. White, general manager of Maidstone and District Motor Services, Ltd., and Mr. F. H. Clayton, deputy general manager of Liverpool Passenger Transport Department, are to read papers at the annual conference of the Public Transport Association at Folkestone from May 12-14.

#### Micrograms . . .

More L.U.T. Finance: Lancashire United Transport, Ltd., propose to increase their capital of £300,000 by a one-for-one scrip issue.

Record Turnover: The turnover of H. and J. Quick, Ltd., main Ford dealers, reached a record of more than £3\mu. in the year to September 30 last.

U.S. Output Up: It is officially forecast that America will build Im. commercial vehicles and 56,349 trailers this year. Both these figures are about 20 per cent, higher than in 1958.

Bus Profit Up: Keighley Corporation have been allocated £8,582 from the profits of the Keighley-West Yorkshire Services for the year ended September 31. In 1957, the amount was £7,495.

New Bus Route: Liverpool Corporation have introduced their fifth limited-stop bus service, this time between Garston and the city centre. They are saving about 24d. a mile through limited-stop working.

Vans by Rail: Three special trains were used to take the first 150 restyled Bedford vans (described on page 809) from Luton to Martin Walter, Ltd., Folkestone, for conversion into Dormobile and Utilecon vehicles. Weather by Phone: A new telephone road weather service was inaugurated at Hull last week. Reports can be obtained for an area 50 miles round the city.

Larger Liverpool Offices: The National Benzole Co., Ltd., have moved their Liverpool and North Wales divisional offices to larger premises at Castle Chambers, Castle Street, Liverpool.

Dagenite Sales Change: Dagenite batteries are now being distributed in the United Kingdom and Eire by the manufacturers instead of by Holsun Batteries, Ltd. There is no change of policy and depots are not affected.

£3,000 Indian Order: Leslie Hartridge, Ltd., have received an order from India for nearly £3,000-worth of oil pump servicing equipment. This may indicate a relaxation in India's import restrictions on such equipment.

Nu-Swift in Germany: Six of the principal pressure-charge-operated fire extinguishers manufactured by Nu-Swift, Ltd., have been approved by the West German Government—the first time British-made extinguishers have been accepted.

New India Depots: The India Tyre and Rubber Co., Ltd., have opened a new replacement depot at South Street, Romford, replacing the one at White Post Lane, Hackney. Another new depot has been opened at Taylor Street, Luton.

#### New Equipment and Publications

# Convertible Crane

A CONVERTIBLE salvage crane has been produced by Harvey, Frost and Co., Ltd., Bishop's Stortford. Jib overhang can be controlled by a luffing screw, and at 4 ft. the capacity is 3 tons and at 8 ft. 1½ tons. Conversion from 3-ton to 1½-ton lift

is by means of withdrawal of a dropnosed pin to release the 3-ton snatch

block and hook.

With the crane fixed for 11-ton lift, the cable can be run out for winching. When mounted on a vehicle floor 3 ft. 6 in. from ground level, there is 7 ft. between the hook and the ground when the crane is positioned for a 3-ton lift, and 9 ft. for a 11-ton. Hook overhang for lifting 3 tons is 3 ft. 6 in. and for 14 tons 6 ft. 6 in. with the jib at maximum height. Two handles may be fitted if required.

The Clayton Dewandre D9 heater costs £11 5s. and has four outlets which allow a variety of installations to be chosen. All may, for example, be used for demisting, as may be desirable on a coach with an expansive windscreen.

form. Both models will lift the load to a height of 5 ft. 34 in.

They are available with a choice of tifting mechanisms. Hand-operated models are fitted with a three-speed hydraulic pump enabling the operator to vary the lifting speed. When powered

The units are known as Warm-Spot. The company also retail fluorescent lamps at competitive prices, a 5-ft. tube costing 8s. 6d. including tax.



SELLING at only £11 5s., the D9 is a heater-demister produced by the Clayton Dewandre Co., Ltd., Titanic Works, Lincoln. The unit has four removable outlet panels which permit the operator to adopt any of a variety of



electrically from the mains, a high-speed hydraulic pump is driven by a standardvoltage electric motor.

A battery-electric model operated by a 12-volt heavy-duty battery can also be supplied.

installations which best suits his requirements, and it is possible, say the company, to provide as many as six demister nozzles.

It can be used either as a recirculatory or fresh-air heater, and its output is equivalent to that of an electric fire of 23-34 kW. The price given includes cost of the installation kit in which there are two demister nozzles and hose.

#### **Enclosed Degreasers**

RANGE of enclosed mechanized A trichloroethylene degreasing plants has been introduced by Imperial Chemical Industries, Ltd., Gloucester Imperial House, 149 Park Lane, London, W.1, and is described in a leaflet. The equipment supplements the company's open-topped appliances and is largely intended for production purposes.

#### Straddle Stacker

THE 10-cwt, hand stacker manufactured by Eccles (Birmingham), Ltd., Arrow Road, Redditch, Worcs, is now available in straddle and non-straddle

#### 46° Beam

DRIMARILY intended as a fog lamp rather than as a combined driving and fog lamp, the Foglite 130 has been produced by the Notek Electric Co., Ltd., 23 London Road, Bromley, Kent. It emits a beam spread of 46° and features a screw adjustment for precise vertical aim.

The setting is spring-loaded to ensure a return to the chosen position should the lamp be knocked. The lamp is 51 in. in diameter and 21 in. deep, selling at £4 4s. in all-chrome finish or £3 18s. in black and chrome.

A 6-, 12- or 24-volt bulb can be fitted.

#### Light and Heat

ELECTRIC lamps which provide light and infra-red heating are available from the British Distributing Co., 591 Green Lanes, London, N.8. A 250-W. model sells at £2 9s. 9d., including purchase tax, and a 375-W. at £3 1s. 6d. They are stated to give as much heat as a 750-W. and a 1,000-W. fire respec-

#### Roof Spot Lamp

REQUIRING the cutting of a neat hole 2 in. in diameter, a spot lamp for roof mounting, introduced by Joseph Lucas, Ltd., Great King Street, Birmingham, 19, may be used for reading signposts and lighting areas that cannot be reached by normal lighting equipment. In the mounting is a ball joint and the handle allows the lamp to be turned and tilted. The lamp, known as the RMS 576, costs £12 12s. complete.

#### Spray Cellulose

SOLD in spray-type containers at 7s. 11d. retail, Aero-Lacquer is a cellulose product of the Bradville Trading Co., Ltd., 6 Stratton Street, London, W.1, available in red, black, silver and clear. It is recommended that the container be held between 1 ft.-1 ft. 6 in. away from the object being sprayed.



#### Planning for Profit

# 10-cwt. Oilers Could Save Money

This Troian van, powered by a Perkins P3 engine, is one of 11 operated by C. Kunzle, Ltd., Birmingham, 15. Excellent visibility is provided by the deep windscreen and curved quarter lights, whilst the company's name is displayed above the radiator grille.

URING the past 20 years the number of goods vehicles in use in Great Britain has grown from around 500,000 to 1,250,000, an increase of 150 per cent. Corresponding figures for buses and coaches are 53,000 and 78,000, an advance of 47 per cent. Yet even these significant rates of expansion have been far surpassed by the rate of change-over to oilengined vehicles, which, moreover, has been superimposed on the overalt increase of vehicles.

In 1938, 8,621 goods vehicles (1.7 per cent.) had oil engines. Now there are more than 170,000, or nearly 20 times as many. Similarly, the proportion of passenger oilers has risen from 19.7 to 68.4 per cent. Figures of new registrations (as distinct from the total numbers of licensed vehicles just given) are even more striking. In September, 1958, for example, 2,942 of 12,930 goods vehicles registered for the first time were oilers—22.8 per cent.

The inference is that the range of vehicles to which oil engines are now being fitted is steadily widening. Even in the category of goods vehicles with unladen weights between 1½ and 2 tons, the trend continues. In the first nine months of 1958 the number of goods vehicles in this class registered for the first time was nearly equally divided between 2,449 petrolengined vehicles and 2,405 oilers (excluding 30 electrics). In the same period 1,754 oilers with unladen weights below 1½ tons were registered.

Operators who have long since recognized the advantages of the oil engine when fitted to the medium or heavy range of commercial vehicles have until recently had little opportunity of purchasing an alternative to the petrol-engined version of the 10-cwt, or 15-cwt, van. Now that an oil engine is available





of suitable size for fitting to these vehicles, the economies of such conversions merit consideration.

Briefly running through the points in favour of the oil engine, fuel economy has, of course, always been pre-eminent. Moreover, on the type of work on which delivery vans are normally engaged, this advantage is increased. Whereas fuel consumption of the petrol engine rises with a corresponding increase in stop-and-start work, this does not apply to the oil engine.

Maintenance is another item of running cost in which the oil engine shows to advantage. With the widespread adoption by

Among the Attractions of Oil Engines for Light Vehicles Are Their Reliability, Need for Little Attention and Fuel Economy on Stop-start Work

manufacturers of the engine-exchange system, operators are naturally taking advantage of it. Even so, both time and expense are involved in successive engine changes. In contrast, an oil engine would probably have a life of more than 100,000 miles before needing major repair.

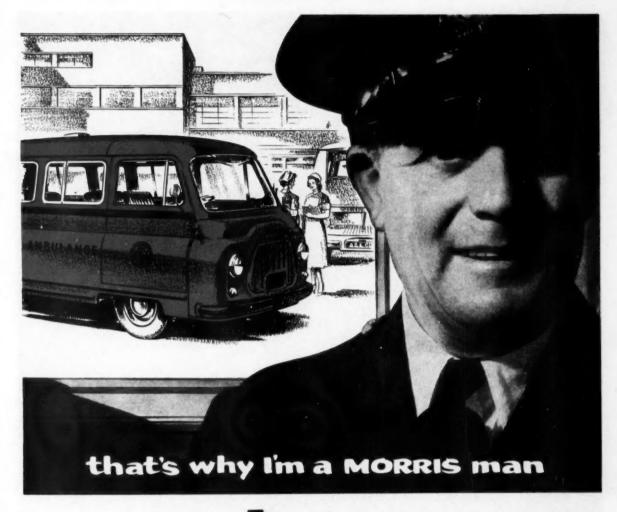
Closely allied to the engineering aspect of overhauls is the important factor of vehicle availability. Preventive maintenance may be so well organized that breakdowns seldom occur. Yet the apparent efficiency of the system tends to obscure the extent of "downtime" when the vehicle is off the road, scheduled though it may be. In comparison, the vehicle which requires much less servicing—as one with an oil engine undoubtedly does—is available to earn its keep more days in the year.

Although 10-15 cwt. vans are only now being fitted with oil engines there is an additional reason, peculiar to their class, why such conversions are particularly advantageous. Of all commercial vehicles, they are the ones mostly owned singly by the butcher or the baker. When the vehicle is off the road deliveries stop. A power unit which could last the life of a vehicle without major overhaul would be particularly attractive to this class of operator.

The fleet owner—whether goods or passenger—could also benefit for the same reasons, but in a different application. His service van is often in the 10-15-cwt. category, and, despite his large fleet, it is irreplaceable, because it is the only one of its type. Additionally, as long as it remains petrol-engined, whilst the rest of the fleet are oilers, the operator has to choose

(Continued on page 821)

Equipped for window-display work, this Austin Omnivan is employed by Bass, Ratcliff and Gretton, Ltd., Burton-on-Trent. The roof was reinforced by Silverdale Motor Bodies, Ltd., Birmingham, to support the bottle replica, made of plastics. Lettering is in reflective transfers, produced by D. M. Reflective, Ltd., Birmingham.



Thirty years I've driven ambulances and hospital 'buses and I know the value of a 100% dependable vehicle. At the best of times, a breakdown may be serious—at the worst of times, it doesn't bear thinking about. Experience has taught me that Morris feel as I do . . . reliability matters most of all.

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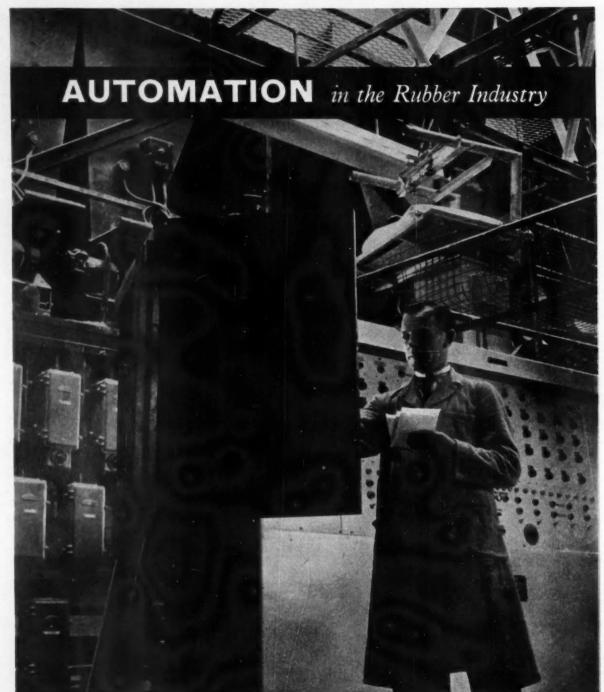
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(By courtesy Engineering Ltd., photograph by Walter Nurnberg,

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Rigid specifications and the concise requirements demanded by modern industry, call in turn for great accuracy in the compounding of rubber mixes. Here the operator at the control panel of the first automatic rubber compounding plant in operation in the British Isles, is seen determining the necessary ingredients and quantities, so as to ensure this accuracy. Thereafter the various silos situated above automatically release the required amounts into hoppers which then move into the rubber mill.

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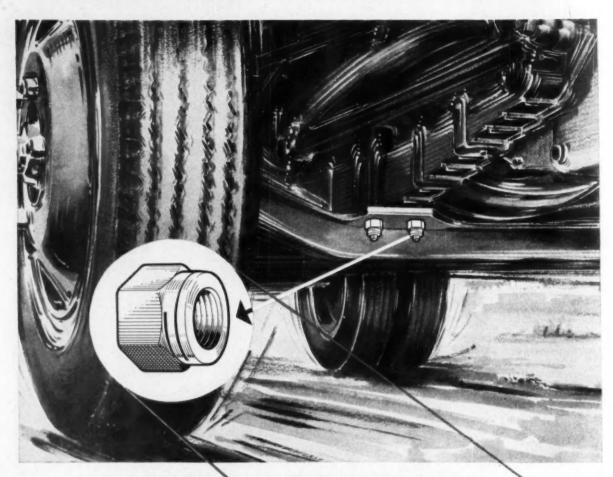
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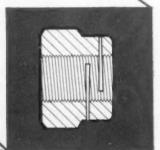
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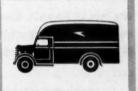
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between two inefficient methods of fuel supply. Either he accepts the disproportionate expense of bulk storage for one

vehicle or buys petrol, possibly premium grade, at retail price.

Neither course would appeal to the efficient operator. As to the operating costs of a 10-cwt. van when fitted alternatively with petrol or oil engine, the petrol-engined version would have an initial price of about £550. With an unladen weight of 17 cwt., the annual duty would be £15, or 6s. per Wages will be assessed at £8 19s. per week, based on the R.H.(64) rate applicable to an adult worker in Grade I areas. Allowance is also included for holidays with pay and insurance contributions.

Rent and rates are nominally assessed at 7s. per week and vehicle insurance at 7s. 6d. based on an annual premium of £18 10s. Interest at 3 per cent, on the initial outlay would add a further 6s. 7d., making a total for these five items of weekly standing costs of £10 6s. 1d. The standing cost per mile, varying according to the weekly mileage, would thus be: 200 miles per week, 12.36d.; 400 miles, 6.18d., and 600 miles, 4.12d.

Fuel is not only the most important item of running costs. but its cost can vary widely in this particular type of operation according to the source of supply. I will assume in the initial comparison that fuel, both petrol and oil fuel, is purchased in bulk, and that standard-grade petrol is used. The current price of standard spirit in the inner zone is 3s. 10d. per gallon and, assuming a rate of consumption of 20 m.p.g., the fuel cost per mile will be 2,30d. Lubricants are reckoned at 0.14d. per mile.

A set of tyres would cost around £40 and, assuming a mileage life of 20,000, the cost per mile would be 0.48d. Maintenance is assessed at 0.85d.

#### Ultimate Value

In order to calculate the cost of depreciation the nominal cost of the original tyres must first be deducted from the initial price of the vehicle. This leaves a balance of £510 and assuming that the ultimate re-sale value is £50, a net amount of £460 remains to be written off. Some difficulty arises in endeavouring to estimate a fair average life for this class of vehicle. For larger quantity-produced vehicles a figure of 125,000 miles is accepted, but for the 10-cwt van a life of 100,000 miles will be assumed. The resulting cost of depreciation per mile is 1.10d., making the total running cost 4.87d. per mile.

Where the basic assumptions are applicable, the total operating cost per mile for the 10-cwt, petrol-engined van will be: 200 miles per week, 17.23d.; 400 miles, 11.05d., and 600

Although the oil-engined version may be slightly heavier, the difference would not be sufficient to affect taxation and the weekly cost of licensing would remain at 6s. Wages, would likewise remain at £8 19s., rent and rates at 7s., and vehicle insurance at 7s. 6d. After allowance has been made for the estimated re-sale value of the existing petrol engine, the cost of conversion to oil power would be approximately £200. With

Obvious care was taken with the devising of the colour Obvious care was taken with the devising of the colour and lettering scheme of this Morris 15-cwt. van supplied by the Paragon (Hull) Motor Co., Ltd., to Messrs. Robinson's of Hull. The lower part of the bodywork is in medium blue and the upper light grey, whilst the serif and doric italic lettering is in black, white and medium grey. The design was drawn up by Mr. C. Thompson, of Robinson's. An article on the principles to be followed when choosing colours and signwriting appeared in the December 26, 1958, issue.

> an initial overall cost of £750, the interest charge is correspondingly increased to 9s. per week.

> Total standing costs per week of these five items is thus £10 8s. 6d., with corresponding cost per mile as follows: 200 miles per week. 12.51d.; 400 miles, 6.25d., and 600 miles, 4.17d.

> There are varying opinions as to the precise advantage in terms of fuel consumption to be gained by conversion to oil engines. Estimates of increases in the mileage per gallon thus obtained range from 50 to 100 per cent. Taking the mean of 75 per cent., the rate of

fuel consumption would be 35 m.p.g. Based on the corresponding bulk price for oil fuel, in the inner zone, of 3s. 104d. per gallon, fuel cost per mile becomes 1.32d. Lubricants are again assessed at 0.14d.

The rate of tyre wear is reckoned fractionally higher at 0.53d. per mile. Maintenance, however, is calculated to cost 0.57d, per mile, compared with 0.85d, for the petrol-engined van. This is because, apart from requiring less frequent service than the petrol engine, the oil engine will probably last the life of the During the same period, however, two replacement petrol engines will probably be needed.

Adopting the same procedure as before, depreciation cost per mile becomes 1.46d., the increase resulting from the higher initial cost of the converted vehicle. The running costs per mile are 4.02d, and the total operating cost per mile 16,53d. 10.27d. and 8.19d. for weekly mileages of 200, 400 and 600 respectively. (Incidentally, to avoid undue complications in this comparison, the slight increases normally introduced into the items of maintenance and depreciation when weekly mileages are low have purposely been omitted in both cases.)

#### **Premium Spirit**

Even with weekly mileages as low as 200, the oiler yields a saving of 0.70d. per mile on the total operating cost. amount increases to 0.78d. at 400 miles per week and 0.80d. per mile at 600 miles per week. All this is on the assumption that it is possible to operate the petrol-engined vehicle satisfactorily on standard-grade spirit. Many of these small vans, however, are built on what is virtually a car chassis and with the high-compression ratios common to this type of vehicle today it may be necessary to use a premium spirit.

Alternatively, as mentioned earlier, the 10-cwt, van might be the only petrol-engined vehicle in an otherwise oil-engined fleet, with the result that fuel has to be obtained from a retail supplier In either event the price per gallon will be increased to 4s. 2\frac{1}{2}d. or 4s. 3d, and the fuel cost per mile at 20 m.p.g. will then become 2.54d. or 2.55d. Taking the lower of these two figures, the saving in favour of the oil-engined vehicle at 400 miles per week is 1.02d, per mile.

In comparing the two sets of costs applicable to the petrol

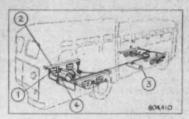
and oil-engined versions of the 10-cwt, van it should be noted that account has already been taken in both the items of interest and depreciation of the additional £200 required to effect the conversion. Having thus weighted these two items of costs against the oil-engined version, any economy in overall operating cost which this vehicle can still show as compared with the petrol-engined van must be a clear saving the operator. The conversion would in fact prove profitable.

Moreover, direct comparison of operating cost per mile precludes an additional advantage that may accrue to the operator of an oil-engined van because of its extra availability for service resulting from the reduced maintenance required. This may be of vital interest to the small trader or other onevehicle owner

# Adjustable Air Suspension

A N air suspension design allowing alteration of frame height at will is described in patent No. 804,410. The adjustment is normally controlled automatically by a height-sensitive device, but this can be over-ridden in special circumstances by a manual valve. (General Motors Corp., Detroit, Michigan, U.S.A.)

The drawing shows the general layout of this system as applied to a coach. The



resilient members are air bellows (1), four of which are fitted to each rigid axle. Their action is softened by constant-volume surge tanks (2). Radius rods are provided to deal with braking and driving reactions.

Air is stored in a main reservoir (3) and pressure is applied to the bellows as required by valves (4). These are carried on the frame and operated by levers connected to the axle. They work only when the frame to axle distance varies to supply a correcting pressure. Delaying devices are incorporated in the valves to prevent the compensation of transient road shocks.

Manual control of the valves is also provided to give specific height control. This may be used to lower the frame to line up with a trailer, to allow the vehicle to go under a low obstacle, or to give extra height for maintenance. Selective variation can be used to tip the body, or one pair of wheels can be heavily loaded to obtain better traction on slippery surfaces.

#### ROTARY-DISTRIBUTOR INJECTION PUMP

NJECTION pumps employing rotary distributors leave the delivery passages full of fuel trapped under high pressure between injections. This is not significant

if the pressures are equal, but inequality may lead to variation in output at low loads. A pump in which this defect is remedied is shown in patent No. 804,026. (C.A.V., Ltd., Warple Way, London, W.3.)

The drawing shows a pump for a four-

cylindered engine. A four-lobed stationary cam (1) causes a pair of plungers (2) to reciprocate as they orbit inside its The discharge port (3) lines up in turn with four outlets in the belt (4); these lead to the cylinders. Quantity regulation is given by a throttle valve (5) in the intake port.

804,026

The essence of the patent lies in the provision of a relief groove (6) in the plane of the discharge port. This extends around the periphery of the distributor for an angle wide enough to interconnect all the outlets when the discharge port is midway between any two. This equalizes the pressures in the four outlets. If the engine has a large number of cylinders, it may be sufficient to interconnect only some of them.

#### RING-TYPE AIR SUSPENSION

A N invention shown in patent No. 804,394 refers to pneumatic suspension devices employing an air tube for

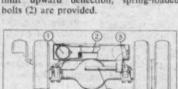
803.907

the resilient member. The scheme is illustrated as applied to the heavier type of vehicle. (T. Fawick, 17815 Shaker Boulevard, Cleveland, Ohio, U.S.A.)

The drawing shows a cross-section in which I is the air reservoir. Made of rubber it resembles an inner tube, but is reinforced with cords. It is

804394

located between a bottom plate fixed to the axle and a frame plate at the top. To limit upward deflection, spring-loaded bolts (2) are provided.



To stabilize the frame laterally, rubberbushed radius rods (3) are pivoted to the axle assembly and rigidly connected to the ends of torsion bars (4) which lie across the frame.

The air tube used is elliptical in crosssection when unstressed.

#### AUTOMATIC CLUTCH CONTROL

THE invention disclosed in patent No. 804.525 relates to an engine speed control to facilitate gear changing with

automatic centrifugal clutches on road vehicles. The engine is maintained at the correct speed for shockless re-engagement after a gear-change has been made. It is claimed to reduce wear of the transmission components. The patent comes from Fichtel and Sachs A.G.,

Schweinfurt am Main, Germany.

#### MAGNETIC CLUTCH

AN electro-magnetic clutch shown in patent No. 792,755 is made to give several actions; a slow progressive engagement for driving away from rest, and quick declutching and re-engagement for use when changing gear. The patent comes from G. Pornin, 7 rue de l'Egalite, Joinville-le-Pont, France.

#### FREE-WHEELING HUB

A N automatic free-wheeling device for the front wheels of four-wheel-drive vehicles forms the subject of patent No. 803,907. (A. Warn, 18821 Pacific Highway, Seattle, Washington, U.S.A.)

The drawing shows the layout of the unit. A polygonal cam (1) is splined to the axle shaft and is surrounded by a hub member (2), which has a plain bore. Interposed is a cage containing a number of rollers (3).

The dimensions are such that under over-running conditions the rollers stay

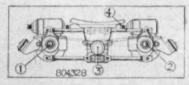
in the middle of the flats and no drive is transmitted. They are biased to this position by a spring ring (4), the ends of which engage in a slot in the cam.

A synthetic rubber ring (not shown) functions as a light friction brake on the cage and initiates a movement sufficient to bring the jamming rollers

into action, when the axle is being driven. When the drive is released, the rubber ring has sufficient force to push the cage back into the disengaged position.

#### RADIUS RODS FOR TANDEM AXLES

THE INTERCONNECTION of heavy tandem axles is the subject of patent No. 804,328. According to the specification, rubber-mounted radius rods are unsatisfactory, due to the possibility of ultimate breakdown of the rubber. The scheme proposed uses only metal parts in the construction of the radius rod assemblies. (Thompson Products, Inc., 23555 Euclid Avenue, Cleveland, Ohio, U.S.A.)



A pair of axles (1 and 2) is pivotally secured to a central cross-beam (3) by pairs of radius rods (4). These give a parallel-ruler movement, allowing the axles to rise or fall but restraining them longitudinally with respect to the frame. They also deal with acceleration and braking torque.

The main point covered by the patent is the construction of the ball-joints at the ends of the radius rods. The rod carries a split socket, embracing a ball which has two projecting stub-ends for attachment to the frame. The split socket is easily adjusted for wear and incorporates a compression spring to eliminate rattle.



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AND WANTED 72 SPARE PARTS AND SUPPLIES 74	NEW PASSENGER VEHICLES FOR SALE	
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BEDFORD CA van, excellent condition, small mileage, £275.

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1955 BEDFORD diesel S-type 7-ton long-wheelrunning order, £650; any trial; terms and exchanges.

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in good order one owner since new, £550.

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1953 BEDFORD S-type 7-8-ton P6 diesel long-wheel-base truck, in good clean order throughout and on very good tyres, £345; also 1950 Bedford (petrol) 5-ton long-wheelbase platform truck, fitted twin rear 36-in, by slin, tyres, is sound and clean condition, £75. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 4550, £480. 791-52

1952 BEDFORD 30-cwt. milk float, one owner, fields S. W. 18. Vandyke 6182

1957 BEDFORD CA van. 4,000 miles, many extras, privately owned, £395. Box CM9311, care of "The Commercial Motor."

1953 BEDFORD 7-ton truck, fitted Comet engine.

C licence only, £495. Gordon King Motors, Ltd., Mitcham Lane, S.W.16. Streatham 3133-4.

WRAY PARK GARAGES offer 1956 BEDFORD 7-ton short-wheelbase diesel, all-ateel U. body, Clipper, new tyres throughout, £695. Phone, Reignte 2263, 793-347

1954 BEDFORD Dormobile, £325. COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford, 793-329

COACHES AND COMPONENTS, BEDFORD Main

BEDFORD 5-ton diesel chassis-cab with 1,650-cc. Letton body, brand new selection beds brand new selection body, brand new selection beds new sele ew BEDFORD van and Workabuses, etc., from

92-94 STAMFORD HILL, N.16. Stamford Hill 8444. 1952 BEDFORD 7-ton S-type U-body tipper, reconditioned engine, 9.00 by 20 tyres, £285; choice

951 BEDFORD 5-ton short-wheelbase tipper 8.25 by 20 tyres, synchromesh gearbox, £175, I. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, roadwell 1840. 93-153

1953 And 1955 BEDFORD A-type diesel 5-ton

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1021-17. 1954 BEDFORD-SCAMMELL S-type tractor unit, Perkins R6 diesel engine, fitted with 18-ft. COX'S MOTORS (HILL TOP), LTD., 127 Hill West Bromwich. Phone, Wednesbury 0470 and

BEDFORD 2-3-ton semi-Luton van, rear and 1947.

955 BEDFORD 3-ton semi-Luton van, rear and 1947.

956 BEDFORD 3-ton long-wheelbase platform.

958 BEDFORD 7-ton, R6, long-wheelbase truck, 9.00 by 20 tyres.

958 BEDFORD CAV 10-12-cwt. van, repainted, HELDON MOTOR SERVICES, 2119 Coventry R4

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CAPITAL MOTOR CO., LTD., BEDFORD MAIN DEALERS. SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery
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BEDFORD platform, £275.

REMINGTON ST., City Rd., N.I. (Near Angel.) Clerkenwell 7456. 793-318

1954 BEDFORD 10-ton artic. 20-ft, trailer, £800, Burchill, Langstone, Newport, Mon. Phone. Llanwern 440.

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REDFORD. All types wanted. BEDFORD. All types wanted

CHANDLERS MOTORS, LTD., 71 Greenwich South

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BEDFORDS wanted! We want Bedfords! Trucks, tippers, vans, etc. G.T.C. (Commercials), Ltd., 2
Addington Rd., Bow Rd., E.J. Advance 5242. 793-252 O Model Artic or unit, Perkins P6, with or without fifth wheel coupling. Bowen Bros., Maidenhead 3398, 794-33891

1956 Model 7K B.M.C. diesel, long-wheelbase, plat-form, forward control, Eaton 2-speed axle and Power steering, £875.

FineField Garage, LTD., Bath Rd. West, Slough, 793-6954

FineField Garage, LTD., Bath Rd. West, Slough, 793-6954

1956 B.M.C. diesel 7-ton long-wheelbase drop-sided truck, in very good running order, good tyres; terrus and exchanges, 6501.

RUSH GREEN MOTORS, Langley, Hitchin, Hers. Stevenage 175.

1957 Model AUSTIN B.M.C. diesel 7-ton, long herbase, Eaton 2-speed axle, £875. Jaleworth 793-x 1885

CHEVROLET

1 4 by 4 hydraulic tipper, Perkins P6
cellent condition. C. Russett, 46 Clarence
ton Phone 26590.

793-357

1955 And 1956 COMMER 7-tonners, drop sides, low mileage, vehicles in good condition. READING GARAGE CO., LTD., Commercial Vehicle Specialists, Cork St., Reading. Phone 55758.

EX-DEMONSTRATION 6-yd. tipper. Rootes diesel new £2.201, available immediately at £1.859.

UNREGISTERED 7-ton diesel drop-sider, as new, with XTEST wide-vision-table, 7-ton long-wheelbase drop-sider, sider, 5-speed, air brakes, immediate delivery list price.

HARTWELL MOTORS, Bournemouth, main dealers Hand parts stockists for Commer and Karrier. Phone Winton 1777-9.

COMMER 5-ton, 1946, open lorry for sale. Offers to Stanhope Box Co., Ltd., Flunton Bridge Wharf, Kings 1 angley.

Langiey. 793-4.

COMMER (unregistered) 7-ton forward-control chassiscab, 13-ft. 6-in. wheelbase, air-hydraulic brakes, 906
by 20-styres, £1,625. Avon Motors (Salisbury, Ltd.,
Rampart Rd., Salisbury, Wilts.

793-x3805

1952 7-ton fone-wheelbase COMMER, alloy platform,
spare wheels and tyres, drop sides and fittings, completely
shaw Hill, Melsham, Wiltshire, 1964-2064

Melsham, Wiltshire, 1964-2064

COMMER and Perkins Ambulatory
794-x3804

1946 COMMER van, Perkins P4 engine. Acorn 793-129

1940 6911.
1950 51 COMMER 25-cwt, forward-control vana, Commer 25-cwt, forward-control vana, Commercial Commer

COMMER, August, 1952, QX, one owner, E150. Pirbright Garage, Pirbright Rd., Southfields, S.W.IB. Vandyke 6188.

1956 COMMER S-ton forward-control 15-ft.
chrome bore long-life petrol engine, very small mil ate owner changed to larger machine, first-class dition throughout.

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BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059, BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 5-12-cwt, vans, all makes, from £185-210.

1951 COMMER articulator, 10-ton, per tyres, £250. 22 Gitbert Rd., Belve COMMER 1958 TS3, air brakes, 9.00 by 20 tyres, belper springs, £1.400; also June, 1957, TS3, £1.200. Both in excellent condition, bargains, Roger Rees Transport, Morriston, Swansea, Phone 7383, 793-419

January 9, 1959 THE COMMERCIAL MOTOR 57

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1956 COMMER 8-cwt., blue, one owner, very good condition, fold-in-floor rear seat, £355, COMMER 8-cwt., areen, good condition, £275, COMMER 8-cwt., areen, good condition, £276, 1950 COMMER QA T-ton long-wheelbase platform body, very good condition, £240, 1946 £40, Lalington, N.1. Canonbury 6451, 793-335

#### DENNIS

DENNIS

DENNIS Max 8-101 diesel trucks, unregistered exM.O.S., excellent condition, spare wheel, batteries, etc.,
440 etc.,

1951 DENNIS Max, good condition, moderate mile-potton, Sandy, Beds. Phone, Potton 331. 795-7023

Potton, Sandy, Bean. PROME, Proceed and Potton State of Control of

DENNIS Jubilant, 1954 model, 6-wheel, double-drive, chassis and cab, 5-speed box, total mileage 67,000 vince new, late property of large combine, in almost mint condition.

O. T. JACKSON MOTOR, LTD., 855 New Wolver-bampton Rd., Langley, near Birmingham. Phone. Birmingham Broadwell 2871-2-3.

DENNIS diesel-engined Pax 6-fon double-drop-side truck, first engineered March, 1952, generally in 100% spare unusued, licensed until the end of the truck returns a commandate vehicle, 4565. Alma Garages (Belstol), 14.4 Feeder Rd., Bristol. 2. Phone 77667.

DENNIS Max diesel, 3,000 miles, ex-M.o.S., 36 by 8 tyres, £410, Mains Motors, Ltd., Woodside, Ewelme, Oxon, Phone, Ewelme 62. 793-353

DENNIS Pax, February, 1955, 7-ton chassis, box-tspv van, 18 ft. by 7 ft. 6 im., enzine Perkins P6, work reconditioned size months, also brakes relined and new conditioned size months, also brakes relined and new milease from new 75,000, available February, price 648, Phone. Manchester Ardwick 6470.

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DODGE, almost Howe and Portsmouth 20335.

Portsmouth 20335.

1955 DODGE R6, 2-speed axle, 9.00 by 20 tyres.

SHELDON MOTOR SERVICES, 2119 Coventry Rd.

Sheldon, Birmingham, 26. Phone, Sheldon 43/867-78.

DODGE 1954 7-tonner, Perkins P6, normal control 17-ft. alloy flat, good condition, £550. Transport Repairers. Liverpool. Central 9421.

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ALL new models promit delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

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1956 DODGE long-wheelbase tipper, P6, with 2-speed Motor Co., Ltd., Wellington Rd. Dudley 2464. 793-104 DODGE 6-tonner, Jaie 1956, rebuilt Perkins P6 engine. 13-ft. 4-in. wheelbase, 17-ft. drop-side body, Eaton 2-speed ask, well tyred, ready for work. Dartmoush Garage, High St., West Bromwich. Phone, Wes 2441-6.

Dodge Wanted
WANTED urgently, DODGE, 1954 onwards,
Road Motors, Ltd., Hadleigh, Essex,
Hadleigh 57271.

E.R.F. 4-wheeled tipper, Gardner 4LW twin-ram and running order, \$2.75.

J. RICHARDSON AND SONS, LTD., 100 Dudley Phone. Rd. East, Oldbury, near Birmingham. Phone Broadwell 1840.

1948 E.R.F. 8-wheeler, 24-ft. platform, 6LW engine, country of country order, 2575. Pure and exchanges. RUSH GREEN MOTORS, Langley, Hitchin, Heris, Stevenage 175.

A Stevenage 173.

1950 E.R.F. 74 tonner, K-type engine, long-wheel1950 base, 900 hg 20 tyres, 5-spend box, one ownervery clean, taken in part-exchange, 6500. 9 Newthorpe
Common, Eastwood, Notts. Langley Mill 2623, evenings

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ODEN 12-ton 6-wheel trucks, unregistered, Gardne 6LWs, on 14-00 by 20 big single tyres, £900 each by 8 (win rears, £1.000 each. L. W. Vass, Ltd. apthill, Bedford, Ampthill 3255,

1946 FODEN 8-wheel double-drive, 6LW, 24-ft, flar 6225. Justice, Langley Mill 3182; home, 3625 PODEN 1937 twin steer, SLW Gardner, platform and good runner, £130.

FODEN, 1940, 448, Gardner, platform body, et autty, 490. Baylls, Timberham Works, Loy Heath, Crawley, Surrey, Horley 4536 and Liberty 3.

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FODEN 8-wheeler, 1947, flat platform, very good condition, painted to instructions, EN.5.

COVENTRY AND JEFFS, LTD.,

STAFFORD STREET, BEDMINSTER. BRISTOL, 3. Phone 6-4661.

793-112

1948 FODEN 6-wheeler, single-drive, 6LW pla 951 FODEN 8-wheeler double-drive 6LW drop-sider.
2 EASONABLE prices for quick sale. Terms arranged REASONABLE prices for quice and St., Birmingham.

RYLAND GARAGE, LTD., Ryland St., Birmingham.

16. Edgbaston 4501-5. Grams, "Diesel.", 793-165 1954 FODEN 8-wheel tipper, new gearbox about the booster fitted, twin ram underfloor, steel box type cab, 40 by 8 tyres, in good order, double dri 1948 FODEN 8-wheeler double drive, 36 by 8 tyres, of two 24-ft. 6-in. flat, clean and straight, ready 9 NEWTHORPE COMMON, Eastword, Notes. Langley TWO 1946 8-wheel FODEN, 15-ton vehicles. Box CM9312, care of "The Commercial Motor." 793-365 ODEN 8-wheeler, 23-ft. platform, 6LW Gardner engine WALKERS FILLING STATION, Ecclesfield, near Shehield. Phone, Ecclesfield 3667. 793-372

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new an rebuilt trucks, also Canadians. Cundey and Stewar Ltd. Alfreton, Derbyshire. Phone, Leabrooks 477.

THAMES 10-12-cwt, high-capacity van, sliding cah doors, roller shutter, fibreglass roof, etc., complete, 2761; one only for immediate delivery. Wat 2939, 794-7028

BARTON for immediate delivery. Wat 4959, 294-7028

BARTON TOWNLEY LTD. Lancaster, phosomerous and an additional and the comparison of the following means and the comparison of the comparison o

PORDSON 5-ton ET6, 1950, excellent box bod til 13 ft. 6 in. by 6 ft., roller shutter rear door, good tyres, very good mechanical condition, complete overhand replacement engine 15,000 miles ago, £90. Watfor 24.316.

4D Diesel long-wheelbase van, aluminium bod well, nice order, £695, Lawton-Goodma Cricklewood Broadway, N.W.2, Gladatone 2226. m, 135

1956 Thames 4D diesel 5-ton long-wheelbase drop whiteley and Creasey, Ltd., Werrington, Peterboroush Phone, Werlington (ts.

1956 FORD 4D 3-ton drop-side truck, 22,000 miles only, in excellent condition, 4450. J RICHARDSON AND SONS, LTD, 100 Dudley Red. East, Oldbury, near Birmingham. Phone, 1840.

1954 FORD 4D. semi-low-loader body. immaculate 793-130

1957 FORD 5-ton Thames Trader drop-side tipper low mileage, as new, g975, Edg 2572. 1951 2-ton Luton van, approximately 740 cn. ft., MEADWAY COMMERCIALS, Bordesley Green Rd., MBirmingham, 9. Victoria 4833. 793-226

793-23 957 Thannes AD diesel 5-ton long-wheelbase drop-sided truck, in excellent order £450, 953 Thannes 4D diesel long-wheelbase 5-ton truck, £365. 4 LSO many others. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herta.

A Stevenage 175.

195 1 FORD 4D 2-ton diesel van, excellent condition
195 1 (froughout, ready for immediate use, 4300.

AKTHORPE MOTOR CO., North Circular Rd.,
Palmers Green, N.13. Palmers Green 0446 and
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1953 -54 FORD S-cwt., in very good condition dish Rd., N.W.6. Willesden 0046-8.

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RADER 4D diesel 4-ton chassis, fitted with cu-ft. low-loading Luton body, new and unregis 

A.L. Thames models in stock for early delivery; any body built to your resistrements.

E are now secopting orders for the new low frame to the new secopting orders for details.

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1955 Thames 5 ton, 182 inch. SFC P6 truck, one conjument, significant of the conjument of t B4U

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UNREGISTERED Trader, 3-ton short-wheelbase diestruck, £850, 1958 heater and extras, £495, 1958 heater and extras, £495, 1956 FORD 3-ton 4D truck, £425, 1956 FORD 4D Luton, 1,650 cu. ft., £750, 1955 FORD 30-cwt, van, £425, 1956 FORD 4D Cwt, builders' truck, £175, 1950 FORD 10-cwt, all-atest Luton beater and the state of the state

1950 FORD 10-cwt, all-steel Luton body, very good condition, £190.

WO 1947 FORDSON pantechnicom, 900 cu. ft., £80 each.

9ach FORD 7-cwt. vap, black and silver, so writing,

150 £310,

COMBS COMMERCIAL (GUILDFORD),

170 Fortamouth Rd., Guildford, Surrey. Phone, Guildford,

2007.

1955 FORD 4D 5-ton long-wheelbase platform, repainted, good condition throughout, £445.

E. J. BAKER AND CO. (DORKING), LTD, 55-51, London St., Cherisey 2391.

A PRIL, 1958, FORD 5-cwt. van, with many extras E. I. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines, Staines 4211. 793-447

Ford Thames and Fordson Wanted WANTED, FORD 4D, low mileage, 1937 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271.

1953, October, GUY Otter, P6. Homalioy, flat. 8.25 by 20 tyres, 2-speed axie, specimen condition, COPPELLS MOTORS, 92 Broughton Lane, Salford, 7.

#### JEN-TUG

JEN-TUG with two trailers, unregistered, practically unused, ideal internal works, price \$275.

APPLY: Sworder (Motors), Lane End, High Wycombe, 793-6981

1953 Bradford van. 695 MBS COMMERCIAL ((GUILDFORD), LTD., ortamouth Rd., Guildford, Surrey, Phone, Guildford, 793-330

#### KARRIER

4 unregistered low-mileage ex-W.D. trucks, c/w.ches if required. Cundey and Stewart, Ltd., p. Derbyshire. Phone, Leabrooks 477. 222-649

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1951 LAND ROVER, new engine fitted, £285. 1954 LAND ROVER, good condition, £375.

1954 LAND ROYER, excellent condition, many carrie, 640 cache, 197 in., fitted with Tuener COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford, Surrey.

1EYLAND 950 LEYLAND Comet, 18-ft, flat.

ILLS GARAGES, Port St., Manchester. Central 4311. P93-51

EYLAND Hippo, twin-drive rear axies, Track Grips, box body, mechanically very good, purchased ex-W.D., but recently completely checked over. Phone, Newport 99666, Moalmouthahire.

EYLAND Octopus long-wheelbase 1954 platform truck, good condition.

TEFFREYS MOTORS, Neath Rd., Swansca. Phone 7288-71859.

7288-71859.

1957 LEYLAND Comet ECOS.2R 20-ft. platformation of the condition. Jow milease COX'S MOTORS (HILL TOP), LTD. 127 HEI TO West Bromwich. Phone, Wednesbury 0470 and 10 793-1 LEYLAND Octopus, 1954, in excellent condition

A.E.C. dammoth Major, recent new engine and complete overhaul, tyres 90%, Polenk, Statoke 8-wheeler, 1933, new engine, tyres, ediffs, and complete overhaul, perfect working order, Articulators, 1947, choice of two, A.E.C. Articulators, 1947, choice of two, A.E.C. 7.7 engines, good working order, tyres

APPLY, J. Wright and Co. (Doncaster), Ltd., Arksey, 793-186 1946 LEYLAND Beaver, 20-ft. platform, £200 Burchill, Langstone, Newport, Mon. Phone Llanwern 440. 793-x8386

J. CAMPBELL PARK, LTD., offer:--

1954 LEYLAND 8-wheeler, double-drive, very good condition, excellent tyres, three available at the end of December.

J. CAMPBELL PARK, LTD., Childwall Valley Rd.,
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THREE unregistered MAUDSLAY 8-ton d fitted Gardner 4LW engines, excellent coreach. L. W. Vass, Ltd., Ampthill, Bedford.

MAUDSLAY, 1946; A.E.C., 7.7 diesel tanker, four compartments, 1,800 gallons, in exceptional condition Erddig Motors, Ltd., Wrexham, Phone 4545, 793-698 TWO 1947 MAUDSLAY long-wheelbase flat, one drop-side, fitted Kirkstall axles, £150 esch. Justice, Lansley Mill 3182; home 3625. 793-118

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1947 Monul 4-cyl. Gardner lorry, £195; also 1947 bave good 36 by 8 tyres and are ex one C-licence MEADWAY COMMERCIALS, Bordesley Green Rd., Miemingham 9. Victoria 4933, 793-237

MORRIS AND MORRIS-COMMERCIAL

1955 October, MORRIS S-ton diesel long-wheelb, forward-control trucks, choice of two, of the condition on 20-ft, body, excellent condition OX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047

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RELIABLE used vehicles in stock.

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955 MORRIS 10-cwt, J-type van, excellent con-dition, resprayed, £300.

COMBS COMMERCIAL "GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford, Portsmouth Rd., Guildford, Surrey.

SCAMMELL

SCAMMELL 6 x 4, ex-W.D., with winch, 30-ton tractor unit, in first-class order, tyres as new.

A PPLY, Sworder (Motors), Lane End, High Wycombe, Bucks. Lane End 234.

793-6983 A Bucks. Lane End 234.

SCAMMELL MH6 and MH3 units and trailers: severa special vehicles, pole wagons, low-loaders available special vehicles, pole wagons, low-loaders available spares. Tilleys, Ltd., Wolverton, Buckinghamshire. 793-x77.

1951 SCAMMELL 8-wheeler, 40 by 8 tyres all round Gardner 6LW engine, 6-speed gearbox, all brakes, in very nice condition, excellent runner; choice of

brikes, in very nice condition, excellent runner, choice of two grad box air brakes, no work of the condition of the conditio

Two 1946 25-ton SCAMMELE tractors, 6LW Gardner, fully floating axic, on 40 by 8 twin tyres, 6650 each, Kerbey Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 42776.

1949 SCAMMELL 8-wheeler 24-ft, 6-in. platform, condition £450.

R. COWDELL, 121 Malpass Rd., Newport.
793-202
793-202

R. 59866.

1943 SCAMMELL 8-wheel rigid lorry, platform length 23 ft., fitted 6LW engine, 6-speed box, semi-floating rear axle, on 40 by 8 tyre equipment, mechanically sound, 6575. W. Harold Perry, Ltd., Station Bridge, Wealdstone, Middx. Harrow 1031.

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SEDDON 1954 model 4-ton drop-side, Peckins P4 dievel Sengine, above average condition, bargain at £320. A. E. Holloway and Sons, Ltd. Phone, Haverfordwest of the condition of t

SEDDON 25-cwt. personnel carrier, November, 1954.

SEDDON 3-ton Mk. VII long-wheelbase 650-cu.-ft. van with integral cab. 1953, first-class bodywork, appearance and general specification as latest production, in exceptional condition.

SEDDON 6-7 long-wheelbase tipper, 14 ft. by 7 ft., Seith 3-ft. sides, Pflot tein vertical gear, £425.

EDDON 1957 Ms. XV 7-t-tonner platform lorry, one

FILLS GARAGES, Port St., Manchester. Central 4311. 1946 SEDDON long-wheelbase truck, fitted Perkins Po diesel, £75 for quick sale. Hamblins Garage. Rectory Rd., Rushden, 3211. 793-127

1950 SEDDON diesel short-wheelbase tipper, Perkins
T. J. RICHARDSON AND SONS, LTD., 100 Dudley
well Rd. East, Oldbury, nr. Birmingham. Phone, Broadil 1840.

1951 SEDDON, Scammell unit, Eaton 2-speed P6 engine, 23-ft. 10-ton Scammell trailer, bright Garage, Pirbright Rd., Southfields, S.W.IR. Van

#### SENTINEL (September, 1955) 6-wheel long-wheelhase tipper, £1,050. Double-drop-side body also, for same. Warminster 2214.

#### STANDARD

1957 6-cwt. van. exceptionally clean, plain dark blue.
1956 Brew Bross, Ltd. Fre 3333.
1956 STANDARD 7-cwt. van. one owner, low milege. J. BAKER AND CO. (DORKING), LTD., 273
London Rd., Staines. Staines 4211.
793-446

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4 X 4 unregistered cx-W.D. trucks, very good selection. Candey and Stewart, Ltd., Alfreton, Derbyshire. Phone. Leabrooks 477. THORNYCROFT Trident, 1952, with separate van body, tength 15 ft. 10 in., width 6 ft. 5 in., height 7 ft. 34 in., unladen weight 44.58, one owner.

HILLS GARAGES, Port St., Manchester. Central 4311.

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G.W. TROJAN van in really excellent condition, errors 2077. Gordon White and Co., Ltd., Gerrards 791-32

Trojan Wanted WANTED, TROJAN, low-mileage models, 1955 onwards, Church Road Motors, Ltd., Hadleigh, 57271. 793-424

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S. HUGHES (COMMERCIAL), LTD., LODGE GARAGE, WHITEHALL ROAD WEST, GOMERSAL, NEAR LEEDS, Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:-

#### NEW VEHICLES.

E.R.F., 6LW, 5-speed, double-drive 8-wheeler.
Twin Steer, 6LW.
A.E.C., 9.6. single-drive 8-wheeler chassis and cab.
A.E.C. Mercury Mark II chassis and cab, fitted Milshaw tipping gear and latest-type rack

ODEN 8-wheel 6LW double-drive chassis and cab. CODEN 4-wheeler latest 2-stroke, to take 22-ft, body,

LBION Clydesdale chassis and cabs, fitted with Leyland Comet engines and b-speed box; special discount to clear.

A LBION Chiefrain, latest type to take 19-ft. bodies, 900 by 20 tyres, 6-speed box.

LEYLAND Beaver, 600 engine, trailer model, 20-ft. body steep.

#### USED 8-WHEELERS.

1956 LEYLAND 600, fitted with 24-ft. flat, immacu-1956 LEYLAND 600, double-drive chassis and cab. 1955 LEYLAND 600, double drive, 24-ft. flat. 1954 A.E.C. 9.6 drop-sided 24-ft. flat.

1952 A.E.C. 9.6 drop-sided 24-ft. flat.
1952 EODEN, lates 2-stroke Mark V engine, double drive, first-class machine throughout LetyLAND 60fd engine, double drive, 24-ft. flat.
1950 FODEN 6LW double drive, 24-ft. flat, first-class condition.
1950 MalDSLAV, fitted 9.6 5-speed box, 24-ft. flat, been used from new by C-lience operators.
1950 A.E.C. 9.6 double drive.

948 E.R.F. 6LW double drive; choice of two.

1946 ATKINSON 6LW double drive. imber of cheap 8-wheelers, including E.R.F., A.E.C,, from £300 each,

#### USED TIPPERS.

1955 THORNYCROFT Sturdy, medium wheelbase, fitted reconditioned engine, Anthony hoist gear and steel body.

BEDFORD A type, petrol, fitted new gears and the bodies; choice of three.

ALBION HD 8-wheeler, fitted new Milshaw gears and the steel of the st 946-47 E.R.F., 7.7, fitted with tipping gears and new wood bodies; choice of four.

#### USED 6-WHEELERS.

1951 SENTINEL 6-wheeler, direct-injection engine.
1948 DENNIS, fitted 22-ft. 6-in. body, double drive.
1947 DENNIS, fitted Boys extension.

#### USED TWIN STEERS.

1956 A.E.C. Majestic twin steet, immaculate condi-1948 of four.

USED 4-WHEELERS.

1956 COMMER TS3, fitted 900 by 20 tyres, 18-ft.
1955 COMMER TS3, fitted with 19-ft. drop-sided
1955 EACH ALK drop-sided lorry.
1951 MAUDSLAY 7.7, 20-ft. flat.
1951 MAUDSLAY 7.7, 20-ft. flat.
1951 MAUDSLAY 7.7, 20-ft. flat.
1951 EAF, flore-wheelbase fitted with 6-ft. immaculate condition.
1958 EAF, flore-wheelbase fitted with 6-ft. immaculate condition.

950 E.R.F., 6L.W. 18-ft. 6-in. drop-sided trailer model, VER 50 4-wheelers to choose from.

#### USED TRACTORS.

948 SCAMMELL 6LW. 942 SCAMMELL 6LW 45-tonner.

1938 SCAMMELL low-loader, fitted with 6LW engine. Carrimore low-loading trailer, knock-but axle, 16-ft. 6-in. well, all new tyres on trailer, 1400 by 20; cheap to clear.

Number of all types of trailers.

#### TIPPERS.

1956 LEYLAND Octopus tipper fitted 22-ft. 6-in. 1956 A.E.C. Mercury tipper fitted 16-ft. 6-in. alloy body.

(Continued in next column)

#### Used Goods Vehicles (contd.)

#### USED ARTICULATED.

1955 SEDDON R6 finted with 22-ft. Carrimore trailer.
ALL classes of articulated and 4-wheeled trailers.

SPARES for all types E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW. DIFFERENTIALS and gearboxes for all models, ch

#### NIGHT PHONE.

#### MIRFIELD 3183, 2160.

WALES: R. COWDELL. NEWPORT 59866 793-216

1958 Thames Trader 4D 30-cwt, van, 500 cu. (t., 1958) first-class condition, e925.
1955 B.M.C. lons-wheelbase 5-ton drop-side truck, 1957 forward control, diesel, £650.
1957 becember, Thames Trader (b) long-wheelbase miles, £850 drop-side truck, first-class condition, 22,000 miles, £850. 1957 December, thannes truck, fini-class condition, 22,000 miles, E830, 160p-side truck, fini-class condition, 22,000 miles, E830, 1954 fair condition, £360.

1954 fair condition, £360.

1952 2-speed z.de, £395, 5-ton tong-wheelbase tipper, Perolitic, £300.

1958 Fair 1958 BEDFORD 5-ton tong-wheelbase tipper, Perolitic, new tyres, coal or coke wagon, £1.5.

1950 £380.ON long-wheelbase drop-side truck, P6, £350.

1953 Thames Cost Cutter truck, 11-ft. 6-in, new drop-side body, reconditioned engine, £235.

#### R. J. BOWN, LTD.,

MAIN FORD DEALERS.

Pontypridd 3071 (three lines).

#### WATLING STREET GARAGE.

FLAMSTEAD, NEAR ST. ALBANS, HERTS. Markyate 240, 420.

Markyate 240, 420.

New SEDDON Mark XV chassis and cab, P6 engine, price \$2,013 8c. 1d.

1957 FORD Thames Trader, 5-ton, diexi, drop side, price £495.

1955 BEDFORD 5-ton petrol, drop side, price £440.

1955 BEDFORD 7-ton R6 drop-side, price £495.

1954 BEDFORD 7-ton R6, price £525.

1954 BEDFORD 7-ton petrol drop-side, price £470.

1955 COMMER QX 7-ton petrol drop-side, price £470.

1950 COMMER QX 7-ton petrol drop-side, price £470.

1950 SENTINEL diesel 10-ton drop-side, price £450.

1950 SENTINEL diesel 10-ton drop-side, price £450.

1947 FODEN 4-wheeler platform, price £460.

1948 SCAMMELL 15-ton 6LW rigid 8-wheel dropnide, price £675.

1948 BEDFORD 5-ton petrol, new platform body,
price £80.

1948 ALBION 7-ton 4LW chassis and cab, price
£175.

1946 MORRIS-COMMERCIAL, price £75.

THORNYCROFT, ex-W.D., 4-wheel drive, Rolls-Royce
8-cylinder petrol capiene, delivery mileage only; this
vehicle cost the Government at least £3,000 and is in new
condition, would make an id-al estate lorry or breakdown
vehicle, at a fraction of its original cost, price £245,

#### TIPPERS-USED.

1955 BEDFORD, 6-yd. steel body, P6 engine, price 6575.
1950 COMMER, 6-yd. wooden body, P6 engine, price 1950 GE, 5-yd. wooden body. P6 engine, price GUY Otter dievels with steel dumper bodies.

T.C. Articulated trailer.

OW-LOADER, 14-ft. well, complete with coupling plates and winch 794-7002:

#### USED UNITS.

1957 FORD Thames Trader, cattle body, 4D, nominal mileage.
1956 box, double drive, long wheelbase.
1957 GUY Otter, 4Lk engine, 2-aspeed rear asle, 1958 GUY Otter, 4Lk engine, 2-aspeed rear asle, 1958 GUY Otter, Pe canifer, 18-4t, platform body.

1955 17-ft. platform, recently over platform body.
1952 FORD Suwex, F6 engine, 15-ft. platform body.
1951 FORD Suwex, F6 engine, 20-ft. platform body.
1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.
1950 Mr. platform win-steer long-wheelbase flat.
1950 Mr. platform win-steer long-wheelbase flat.
1946 THORNYCROFT TR6 tractor and trailer, 22 ft. 6 in.
1946 SEDDON, P6 engine, 5-speed box, 17-ft. 6-in.
1947 FODEN 8-wheeler flat, 24-ft. platform.
1948 FODEN 8-wheeler flat, 24-ft. platform.
1941 FODEN 8-wheeler long-wheelbase tipper, 6LW.
1941 FODEN 8-wheeler long-wheelbase tipper, 6LW.
1942 EFYLAND TSCIE twin-steer 20-ft. platform.

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BIRMINGHAM, 18

GREAT HAMPTON STREET. CEN 8411.

1948 COMMER 5-ton 18-ft. drop-sider, petrol, £100. 1951 1957 1941

COMMER 5-ton forward-control, 18-ft. drop-sider, petrol, £175.
COMMER EDV, excellent condition, 10,000 miles, £375.
COMMER 2-3-ton Luton van, good runner. COMMER 2-3-ton Luton van, good runner. COMMER 2-3-ton Luton van, good runner. COMMER Hands 10-ton articulators. Po-engine, 2-speed axies. BEDF-ORD 5-ton drop-sider, £175.

engine, z-speed axies.

1951 BEDFORD 54-ton drop-sider, £175.

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1949 FORD 2-3-ton drop-sider, cheap for quick sale.

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1958 June, 20-1-ton Karrier Bantam diesel drops de lent condition, used for demonstration only, mileage 3,000 cost £1,075, £925.

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MAIDSTONE, LEN ENGINEERING WORKS PHONE 3333. 1955 FORD 4D platform truck, diesel, blue, £425 1951 COMMER 3-4-ton drop-side truck, petrol, red, tilt, heater, £210.

HIGH STREET. CHATHAM 42231.

CHATHAM 42231.

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1955 AUSTIN A30 van, green, one owner, beater, passeneer seat, good condition, £309.

1950 November, Bradford van, green, mechanically conditions, £30, condition, £30, condition, £40, condit

CANTERBURY, THE PAVILION, PHONE 3232. 1957 COMMER Cob van, fitted passenger seats, £415.
6-TON ALBION, fitted with Chieftain diesel engine.
793-74

PERRY'S OF SOUTHEND-ON-SEA

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A SMALL SELECTION OF OUR

#### USED COMMERCIAL VEHICLES.

1957 COMMER 8-cwt, delivery van, green, cream, taxed, exceptional condition, £395.
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TRUCKS.

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1956 FORD Thames 3-ton, long wheelbase, drop side, 4-cylinder diesel, £565, 1954 FORD Thames 10ng-wheelbase drop-side 3-ton, 1954 FORD Thames long-wheelbase drop-side 3-ton, 1954 Wheelbase, drop side, green, good condition, £350, 1955 green, good condition, £350, 1958 GODGE 1958 4-cylinder diesel, taxed 2-ton, drop side, 4-cylinder diesel, ted, exceptional condition, £351, 1958 4-cylinder diesel, red, exceptional condition.

TIPPERS. 1953 BEDFORD 6-cu.-yd. drop-side hydraulic tipper,

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COMMER 7-100 TS3 19-ft. drop-side truck (2-ft. sides), repainted and with near-new tyre equipment, 9.00 by 20 (14-oly), first recistered January, 1957, ft.1,50.
COMMER 7-100 TS3 dead drop-side truck, 9.00 by 20 (12-oly) tyres, in mod condition, repainted and well-composed truck, 1900 tyres, in mod condition, repainted and well-composed truck, 1900 tyres, in mod condition, repainted and well-composed truck, or the struck of t

BOTWOODS, LTD., COMMERCIAL VEHICLE SPECIALISTS, OFFER:-

FIVE BEDFORD QL 4 by 4 950-gal. refuellers, price FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.
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SEVERAL 5- and 6-cu-yd. petrol upper frum 200.
CHEVROLET breakdown 4 x 4, twin Gar Wood power winches and long jibs, £350.
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5- and 6-cu.-yd, petrol tippers from £50,

1956 B.M.C. 6-ton normal-control 6-yd. tipper, one
C-licence owner, £475.
1956 (Registered) COMMER OX 7-ton, 18-tt. platform, £275.
1954 (Registered) COMMER OX 5-ton short-wheelbinet (tipper, £275.
1950 (deal poeres, £155.
1954 (BEDFORD) 5-ton long-wheelbase drop-sider,
tyry clean, £150.
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1954 (COMMER OA 5-ton long-wheelbase drop-sider,
1955)

1946 ALBION CXI, 16-ft, platform, £195.

945 MAUDSLAY, 18-ft, platform, rough, £125. 940 E.R.F. twin steer 12-tonner, unladen weight 4 tons 15 cwt., £425.

with special A Eastern

1956 FORD 40 short-wheelbase tripper, £475.

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4-in-line 20-ft. platform and B.T.C. low-loading

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YEW COMMER, Rootes diesel, very latest cab, 18-ft. drop-sider, air brakes, 9.00 by 20, 62,020, YEW FORD Trader 6D, 152 in., 61,233.

Pop price paid for your vehicle in part-exchange for easy new or used commercials. Let us have your neguries. Present stock— DIESEL trucks.

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OFFICIAL FORD AND ROOTES RETAILERS,
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1957 October, 5-ton 4D Thames Trader, long-whee base, drop-side, lorry, low mileage, exceller 1956 September, SEDDON long-wheelbase platform could be september. SEDDON long-wheelbase platform could be september. SEDDON long-wheelbase platform to see the september of the september of the september of the september. See the september of t

EW Thames Traders, 6-cylinder diesel engines, 5- and 7-ton models. Other Thames models, 5 cwt. upwards EW York 25-ft, trailers with Scammell coupling.

A.E.C. Matador 4 by 4, unregistered, petrol unit, all as new and complete with winch.

Number of LEYLAND Beaver lorries, 6-cylinder per of Cranes and Dyson draw-bar trailers.

SPECIAL A LICENCE.
METROPOLITAN AREA.

ONE 1957 A.E.C. Majestic, unladen weight 8 tons, NE 1956 A.E.C. Majestic, unladen weight 6 tons 5 cwt.

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THE above vehicles are fitted with insulated meat containers complete with hanging hooks and hydraulic 
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FORK-LIFT TRUCKS.

PORK-LIFT (rucks, 3,000- to 6,000-lb, capacity, 9-and 12-ft. lift; also Moreis Versatile 5-ton Mobi error, electrically operated with Perkins P4 diesel ar mounted on 4-wheel chassis, all in new condition.

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ATKINSON, AUSTIN, DODGE, FORD. 1955 DODGE 6-ton diesel 2-speed axie, 16-ft, 6-in drop-side body, one owner, immaculate con-

dition.

1955 COMMER 7-ton TS3 diesel long-wheelbase chassis-cab.

1954 REDFORD 7-ton diesel Mark II. R6, ex C C PORD 1-ton Concentration of the Composition of the C

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CAR MART, LTD. SIX MONTHS' GUARANTEE WHERE STATED.

10% DEPOSIT.

FORD Thames 15-cwt. van. 17,000 n guaranteed, £465. MORRIS 15-cwt. J2 Omnivan. £395.

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BEDFORD Spurmotility, £425.

1956 MORRIS 15-cut. J2 Omnivan, £39: 1955 COMMER 8-cut. utility, guarantee 1952 MORRIS 30-cut. drop-side truck, i 1958 BEDFORD 25-cut. diesel (Hawson 1900 miles, guaranteed, £92: 1954 BEDFORD 5-ton boxvan, £465.

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NEW ALBION Reiver 6-wheel chansis, 6-speed gearbox. EW-TYPE ALBION Chieftain chassis and cab

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1951 COMMER long-wheelbase, in excellent con-dition, £110.
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1953 SEDDON diesel 7-tonner, long wheelbase, £585.

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COMMER, 1957, 5-ton forward-control petrol tipper 14-ft. 6-in. body, small mileage, in excellent condi-BEDFORD, 1953, long-wheelbase chassis and cab, with Baico extension, repainted and in very good condi-DEDFORD, 1952, 2-ton ruck, petrol, excellent con-dition.

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In very sood code, short-wheelbase period tipper, in very sood code, 5-ton short-wheelbase period tipper, clean and sound.

AUXIN Loadstar, 1953, 5-ton short-wheelbase wooden body tipper, feel code, edge, con short-wheelbase wooden body tipper, period, edge, con short-wheelbase wooden body tipper, period, edge, con short-wheelbase wooden body tipper. work,
DENNIS Jubliant, 1954 model, 6-wheel doub
stace new late property of large combine; this
almost mint condition
EYLAND Comet 1955, ECO 2/4 model, sen
Long-wheelbase, 18-ft, body, one owner sinc
ORDSON, 1955, 3-on truck, dieset, clean and

MODERN SELECTED VEHICLES.

JACKSON'S FOR

in good order, £165.

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E575.

EDFORD from forward-control, long-wheelbase discelled the control of t DHONE, Stowmarket (Suffolk) 621 (five lines).

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OFFER:—
1947 BEDFORD-SCAMMELL 8-ton petrol engined tractor unit with 20-ft. trailer, £3-40.
1951 BEDFORD-SCAMMELL l0-ton S-type petrol believe the petrol pe

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793-54

1950 AUSTIN A40 high-body van

Papeed xik.

1956 ALBION Reiver, 21-ft. 8-in. treble drop-side.

1950 SEDDON 6-ton 15-ft. 10-in, limber platform.

1951 SEDDON 6-ton 15-ft. 10-in, limber platform.

1947 Grop-side.

1953 DODGE P6 15-ft. timber double drop-side.

1948 MORRIS-COMMERCIAL 15-cwt. van.

1940 LEFLAND Lond dissel normal-control 14-ft, 3-in.
1957 timber platform.
1958 LEFLAND Comet forward-control medium1950 wheelbase, 16-ft, 6-in, alloy platform body.
1950 control, 15-ft, 10-in, timber double drop-side
1954 LEFLAND Comet mormal-control long-wheel1955 B.M.C. 7-ton, diesel forward-control mediumwheelbase 16-ft, 4-in, timber double drop-side.
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BEDFORD 7-ton R6 16-ft, timber double drop-side. COMMER Q4 P6 15-ft. 6-in, timber double drop-side. LEVEAND Lynx 15-ft. 3-in. alloy platform.

need.

8 BEDFORD 6-ton fleet tipper, 6-cu.-yd. timber body, siteel body.

1055 LEYLAND Comet short-wheelbase normal-oned.

1054 DODGE 7-ton R6 16-ft. alloy platform body, steel body.

1057 LEYLAND Comet long-wheelbase forward-control 19-ft. timber, treble drop-side.

1054 LEYLAND Beaver, 18-ft. timber platform.

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YORK trailers. We stock the full range of the fu

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A.E. C. Mercury long-wheelbase, takes 21-ft. body, A.E. C. Mercury Mark II tractor unit fitted with factor long to the low-loading traiter for the low-loading traiter for the low-loading disast ensine, 81-460.

BEDFORD Martin Walter ambulance mounted on 10-12-cur, chassis, two stretchers, four or five sitting pagests, complete in every detail, registered but unused.

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MAUDSLAY 1948 75-ton long-wheelbase platform, 4LW Gardner engine, good vehicle 4-ton 13-cwt. licence expires October, 1959.

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M.C. 1955 full-forward control long-wheelbase dropside. 3 tons 6 cwt. unladen weight.
M.C. 1953 full-forward control, 3 ton unladen weight.
UV Orter 1953 P6. 2-speed azle, 2 tons 19 cwt.

#### LONG WHEELBASE.

BEDFORD 1955 R6 Boys rigid 6-wheeler: exceptionally most condition throughout, £1,700, choice of two. Boyd condition throughout, £1,700, choice of two. EDFORD 1953 and condition, petrol engine, just fitted with new body, approximately 900 cu. (t., in primer, £1,000.

A BHON 1950 double-drive 8-wheeler, 24-ft, platform body, Ablion engine, the complete machine is in which the state of the stat BEDFORD

Gropsider, one owner, good condition, tyres fair, ready for work, £550.

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Giffor throughout, £350.

EDDON 1947 P6 long-wheelbase, double-dropside, £200. 

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TRAILERS AND ARTICULATED, YORK, new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9,00 by 20 tyres, 5228, 10-10, 10-ALDERSLET levels, complete with grawbar, and well, section brakes, complete with grawbar, and selected by the control of the c

#### TIPPERS.

LEYLAND Comet, October, 1944, Ions-wheelbase, normal control, twin front ram tipping sear, wood body, sood condition throughout, 2,250, and the search of the condition throughout, 2,250, and dition, 6,425, and the condition of the condition of

SEDBON 1956 Pilot underbody gear, wood body, one-owner vehicle, in really good condition, £900. EDFORD 1954 standard U-shaped tipeer, fitted with Meadown 4-cylinder engine, fair condition throughout,

6506.

A body (tipping sear and body in exceptionally sood con-difference of the control of the control of the con-difference of the control of the contro

BEDFORD 1953 petrol 5-ton, steel body, excellent con-dition throughout, four new tyres, £325. BEDFORD 1954 standard A-type 5-ton petrol, wood body tipper, one owner, extremely good condition, BEDFORD 1954 7-ton R6 long-wheelbase twin-front ran tipper, just fitted with works reconditioned engine dropside, in extremely good condition throughout, £875.

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INGS ROAD, WAKEFIELD 6051 (FIVE LINES).
DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

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IT-40n 8-wheeler chassis-cab, immediate delivery.
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IEW MORRIS 17-ype 10-cwt vans, pick-vip trucks, 150-in. wheelbase, 4-wheeler, 15-ft. alloy tipper.
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1956 SEDDON (Perkins P6) 6-7-ton 4-wheelers, 14-th. platform, 16-th. qualiform, 16-th. qua

COMPLETE DETAILED LIST AVAILABLE YORK TRAILER DISTRIBUTORS.

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D with Weston end-rum, good condition, ready for immediate work.

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16-ft. body,

axie, diesel engine, in good condition, choice of two.

1955 DODGE LARS, long-wheelbase platform truck.

1956 DODGE medicing condition

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1952 COMMER 5-ton short-wheelbase tipper, petrol.

1953 COMMER 5-ton short-wheelbase tipper, petrol.

1954 COMMER 5-ton short-wheelbase tipper, petrol.

1955 COMMER 5-ton short-wheelbase tipper, petrol.

1956 DODGE 5-ton short-wheelbase tipper, petrol.

1958 COMMER 5-ton short-wheelbase tipper, petrol.

1959 COMMER 5-ton short-wheelbase tipper, petrol.

1959 COMMER 5-ton short-wheelbase tipper, petrol.

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1954 REDFORD 7-ton long-wheelbase double-drop-alde truck. Leyland 351-cu-in. engine, 900 by 10 12-pb; yeres, good condition throughout. 6-7525c, fitted \$EDDON Mk. 5 L, 13-ft. 6-in. wheelbase, fitted with Edbro twin front-cam tipping sear. 15-ft.

1949 with Edbro (win front-time trapes)
only, recode condition, 2350,
1949 side fruck, 825 by 20 12-ply tyres, very good

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1949 deux-hable liveatock common properties on the common for the properties of the pro

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948 SEDDON MK, 5 L chassle and cab, fair con-dition all round, £200 types, beckeps plat-tion all round, £200 types, decision of the participation of the participation

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TEW ERF. 8-wheel 21-ft. alloy hydraulic tipper, lacst type Gardner ensine.

The DoDGE 3148 Boyn extension 6-wheel tipper, 18-ft. body, Leyland ensite.

10-ft. 14-ft. 6-in. double-drop-side hydraulic tipper, Leyland ensite.

10-ft. 2000 Boyn-wheelbase hydraulic tipper, P6-ft. 2000 Boyn-wheelbase hydrauli infinden weight.

Note that above machines can be supplied with the property of the above machines can be supplied with the control of the co

1956 FORD D. 12 ft. hydraulic tipper, high-aided.
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1957 ALBION Chieftain 16-ft. flar.
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1957 September, 7-ton BEDFORD short-wheelbase
1957 steel-bodied hydraulic tipper, 24,000 miles.
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1950 LEYLAND Comet long-wheelbase hydraulic tipper.

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1956 Model COMMER TS3 7-ton long-wheelb lorry, very clean, £975, or available we special (A) licence, Metropolitian and South Eastern are 1958 Registered BEDFORD artic, with special to licence for tractor and tratter, North W

1850. Illegie of tractor and territories of the control of the con

USTIN forward control 5-6-ton long-wheelbase lorry, 275.
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10% deposit of mec-purchase inches needs involcta WORKS, North Finchley, N.12.

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1964 to clear Edward 5-ton drop-side truck, cheap
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1956 drive bogic, Filot twin under-ram gear,
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1957 tyres, 15-ft. end hydraulic tilpning body, twin-ram gear, in very good condition.

BEDFORD 7-tonner, betrol, twin-ram end hydraulic tilpper, 14-ft. 6-in, drop-sided body.

tood condition.

1955 very good condition, one covers.

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condition.

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955 COMMER 7-ton T53 9-ti.
955 COMMER 7-ton T53 9-ti.
955 DODGE 5-ton P6 long-wheelbase, alloy plat1955 form.
1955 form.
1955 form.
1955 form.
1955 Length P6 long-wheelbase timber plat1955 form.
1956 E.R.F. diesel tractor, 20-ft. platform. 1946

45 BRAUNSTONE GATE.
Phone 23421.

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condition.

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AUSTIN 1-ton van. LD1-A model, forward-control, sound condition throughout, well syred.

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950 SEDDON diesel Mark 5L tractor unit with Carrimore coupling.
950 Carrimore coupling.

MAUDSLAY dropsider fitted what

engine.

MAUDSLAY dropsider fitted what

engine.

MAUDSLAY dropsider fitted with

fitted, considerably above average condition.

MAUDSLAY dropsider fitted with 6LW

Gardner, condition well above average for age.

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FORD 1952 ET6 5-ton meat van, £300.

793-193 AUSTIN 1948 3-way van, £95.

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(Supplement) Used Goods Vehicles (contd.)

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1950 side toper, 5-cu.-yd. over.
condition. 50 toper, 5-cu.-yd. over.
1956 FORD 4D dissel 5-ton long-wheelbase drop1956 for two, £495.
1955 covernor, AUSTIN B.M.C. diesel forward1955 covernor 4-ton long-wheelbase drop-side truck.

owner, choice of two, £495.

1955 | November, AUSTIN B.M.C. diesel forwardcontrol 5-ton lona-wheelbase drop-side truck,
rery clean, £650.

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8-cu-yd steel body, £300.

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tipper, steel body, £300 engine, £215.

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tipper, steel body, £300 engine, £215.

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tipper, £485.

1955 | BEDFORD diesel foun short-wheelbase
tipper, £415.

1956 | BEDFORD A-model 5-ton short-wheelbase
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59 TROJAN personnel van, P3 diesel, £365.

FORD P6 diesel 5-ton long-wheelth.

FORD P6 diesel S-ton long-wheelenge trees.
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7 cu. yd. and 8 cu. yd., can be enodified to

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1958 BEDFORD 5-ton unit, one 18-ft. 5-cwt. trailer and one drop-trame trailer with 16-in. well.

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1958 BEDFORD 5-ton unit, one 18-ft. 5-cwt. trailer and one drop-trame trailer with 16-in. well.

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Luten body in light alloy.

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Rew A.E. Reliance, 41-43-seater Duple Bettannia Technology, and the seater of th

1953 Duple super vega coactwork, nitrou towers, red moueste finished maroon and cream, certificate of fitness 1960.

1953 COM Etal From, alias toof quarters, heater litted, partition behind for two.

1952 St. OSM Etal From, alias toof quarters, heater different post of titness 1963, choice of two.

1952 St. BEDFORD, petrol engine, mounted with work, unholstered in red moquette, finished grey and red, certificate of fitness 1962-63, choice of four, there can be considered to the control of the con

1949 BEDFORD 29-seater Duple Vista, uphoh in green, Formica side panels, finished of and green, formica side panels, finished of and green, formica side panels, finished or coaches in immaculate condition 1959, choice of two with Duple 15-seater full luxury coach upholistered in blue moquette, finished grey and certificate of litness 1960, very clean condition, choi two.

190. 47 A.C. Regal., 77 engine, 35-seater Duple coach190. 47 A.C. Regal., 77 engine, 35-seater Duple coachBYLAND TS4-67. 61 trems 1960. full floating are, the state of threes 1960. full floating to the state of the state o

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1955 Curruey Nutting body, fitted with heater,
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1958 Curruey Nutting body, fitted with heater,
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P322 Gurney Nutting body, meen encountered and presence quarters, in good clean condition throughout, certificate of fitness 1962.

1952 Classification of the condition of the condition throughout, earth and adds, in good clean condition throughout, certificate of fitness 1962, choice of two.

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1752. 39-seater full-luxury Yeates body, radio, heater, intercom, sood clean condition throughout, certificate of fines 1961.
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1952 COMMER Avenager 3-seater full-luxury keading to the condition throughout, certificate of fitness 1961.
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1954 ALBION, full-front 31-seater full-luxury Reading throughout, certificate of fitness 1961.
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1957 ALBION, full-front 31-seater full-front 32-seaters, 1962 and 1963; choice of fitness 1960.
1958 The full-front 32-seaters, Plaston, good trees, finished in blue, certificate of fitness 1960.
1959 DEENIS Lancet 31, 35-seater full-fuxury bright bady, certificate of fitness 1960.
1950 OEBNIS Lancet 31, 35-seater, development of the certificate of fitness 1960.
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1950 OEBNIS Lancet 31, 45-seater, one owner since new good clean condition throughout, certificate of fitness 1960.
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ntness 1960.

1949 LEYLAND PS1, full-front 35-seater, full-luxurs
1949 Duple body, fitted with radio and heater, in
1940 MAUDSLAY, 77 A.E.C. oil engine, 33-seater
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1960 degree of the seater of fitness
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196

1960.
1948 BEDFORD VISIB. 29-seater Duple throughout, certificate of fitness 1960; choice in the 1948 FODEN 6LW Gardner engine, 33-seater, but the seater of the 1948 FODEN of the seater of the 1948 FODEN of the 1949 FODEN of the

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1952, 500dy, red uphobitery, exterior marcon-cressin,
certificate of fitness to January, 1962,
1951 BEDFORD 39-scater Vistas, certificates of fitness
1955 MAUDSLAY, A.E.C. 7.7 engine, 33-scater
1950 MAUDSLAY, A.E.C. 7.8 engine, 33-scater
1950 MAUDSLAY, A.E.C. 7.8 engine, 33-scater
1950, 1950,

959.
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June, CROSSLEY, 33-seater Whitson coach, June, CROSSLEY, 33-seater Whitson coach, eliding windows, stiding root, certificate, of the certificate of the certific 1949. 1949.

1949.

possibling windows, sliding roof, certificate of 20th, 930 p. 10th, AUSTIN 29-seater Whitson, autumn tinge moquetic, exterior blue-ceam, high-back scats, vificate of timess May, 1959.

MAUDSLAY, 33-seater Gurney-Nutting body, srey, floral moquetic, exterior grey-green, of times November, 1959.

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A Number of LEYLAND TS8 chassis with 7.4 diese ceating coachwork.

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1956 4-seater BEDFORD Duple, red pattern and heaters, 22.750. Choice of two.

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1957 51-seater EEDFORD Duple, green interior, and control of the case of the control of the case of the

1933 green exterior, fitted with every available extra.
1954 marroin and frory exterior, fitted radio and heater, £2,000.
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ENQUIRIES WELCOMED. 1957 BEDFORD SB3 Planton 41-seater, heaters autumn tint interior, one owner only, immacu-1956 BEDFORD R6 Mark II Duple 41-seater, Formica sides, red interior, one owner only,

BEDFORD Duple 38-scater, fitted radio and and cream exterior, 62,000 bullet 38-scater, fitted radio and and cream exterior, 62,000 bullet 33-scater, fitted radio and cream exterior, 62,000 bullet 33-scater, heater, blue of fitness 1963, £1,600, 1953, £1,600, 1954, £1,500, £1,55

1955 acaing, choice of three, clean vehicles, from
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1951 LEYLAND Royal Tiser, fitted air braker,
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heater, Eaton 2-speed axle, certificate of the exterior.
Could be made 35-seater, £480 extra, £1,250.
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HIGH back conversions, trimming, painting, accident repairs and cleaning speedily executed.

ERRINGTONS OF EVINGTON, LTD.
NEW BEDFORD Duple Super Vega, 41-seaters, for

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Used Passenger Vehicles (contd.)

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January 9, 1959 THE COMMERCIAL MOTOR 71

MAIN VAUXHALL AND BEDFORD DEALERS, HARVESTER HOUSE, STRATFORD-ON-AVON Phone 3681 (10 lines).

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May, Del.

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BEDFORD Metaleruft 33-aeater coach, heater, percel

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1940 MALDNLAY Whitson 33-aeater coach, heater, percel

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1947 diesel ensine, finished in cream and green.

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1948 DAIMLER Duple 33-sease coach, heater, diesel engine, finished in cream, certificate of fitness 4949 diesel engine, finished in heater coach, heater fitness July, 1959, and 1959, a

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1957 COMMER TS3, 41-seater Duple body, choice

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1952 Continental type, individual seating, tubular racks and quarter lights, individual seating, tubular 1950 LEYLAND PSI full-front, very clean.

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1957 COMMER TS3 41-seater Plaxton and Duple; choice of several, 1958 EDDFORD petrol 41-seater Plaxton, marty mileage extras, finished in maroon and cream, low

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1954 BEDFORD Duple Super Vega, 38-scater, low mileage, very well kept, £2,150.
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DESEL engines, all in very clean and good mechanical condition and all with certificates of fitness.

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1951 A.E.C. Regal Mark IV. 9.6. underfluor, 41-esaier 1951 A.E.C. Regal Mark IV. 9.6. underfluor, 37-esaier 1951 A.E.C. Regal Mark IV. 9.6. underfluor, 37-esaier 1951 A.E.C. Regal Mark IV. 9.6. underfluor, 37-esaier 1951 A.E.C. Period Mark IV. 9.6. underfluor, 37-esaier 1951 A.E.C. Period Mark IV. 9.6. underfluor, 37-esaier Cawood (LEYLAND PS1 (7.4-lure) 15-esaier Burlingham (LY

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1951 LEYLAND PSJ, 25-seater Bellhouse-Haetwell luxury body, heater, demisters, 1949 FODEN, 6LW Gardner, 33-scater full-fronted 1949 Plaxion laxury body, heater, courier seat, etc.

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Three, A.E.C., single-deck 33-scater buses, 9.6 cntines.

The state of four, 35-scaters, 5-speed box, and 5-cylinder further entires.

Two 1940 A.E.C. buses, 59-scaters, £175 each.

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CARRIMORE close-coupled articulated 6-wicelers, in some appearance and ideal weight distribution CARRIMORE SIX-WHEELERS, LTD., Carrie Works, North Finchley, N.12, Hillside, 3631-2-3 EDFORD Scammell low-loading articulated on twite 8.25 by 10 tyres, body height from ground 22 in ft. by 7-ft. platform, top deck 7 ft. by 7 ft., £125 man Walker, Anlaby, Huil.

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1955 ScAMMELL Scarab and trailer, small milesse, ScAMMELL Scarab, edmonstration.

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A Large selection of articulated vehicles always in stock.

3-tonner to 100-tonner, include a wide variety of types. Let us know your requirements. Terms and cachanges.

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1955 Thames 4D truck, fitted cattle container body one owner, 28,000 miles only, exceptional condition, £685. Jackson's (Basingstoke), Ltd., Wote St. 793-277

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4 X 4 SPECIALISTS 6 X 6

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A USTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicle in first-class condition, available. Specification au photographs available on request. Overseas inquire

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BEDFORD 4 by 2, Army reconditioned, £125.

BEDFORD 4 by 4, Army reconditioned, £125.

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A LUMINIUM insulated meat box 16 ft. by 6 ft. of steel framing insulated throughout with fibreglass, without with fibreglass, without with aluminium non-silp covering, large doors and tallboard, easy locking action, complete all galvanized steelwork, brand new, unused, inspectively. Though Mills 18 ft. of the more steel with the more steel with

LUTON VANS AND PANTECHNICONS

ARTIC pantechnicon, 1,800 cu. ft. D. A. Mullard, Goods Dept., Station Rd., Edgware, Middx. 793-7005 A Goods Dept., Station Rd., Engware, Milotx. '93-'000

A USTIN 2-3-ton. 1948, long-wheelbase 800-cu-ft. Litton

A van. recent service engine, good tyres, body very
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Professional or technical qualifications.

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Tenders must be submitted on the official tender form (Contract No. 6), which may be obtained from the Chief Engineer by personal application at the offices of the Board (Room 171) or upon forwarding an addressed etwelope (not smaller than 15 in. by 10 In.) and enclosing stamps value 1a. to cover postage, etc.

Tenders, enclosed in scated envelopes addressed to the undersigned and endorsed in the manner indicated in undersigned and endorsed in the manner indicated in the Board (Room 123) not later than 12 not offices of the Board (Room 123) not later than 12 not not provided the Board (Room 123) not later than 12 not not provided the Board (Room 123) not later than 12 not not provided the Board (Room 123) not later than 12 not not provided the Board of not bind themselves to account the longest

Offices of the Board.

New River Head,

Rosebery Avenue, Landon, E.C.I.

793-10

Bradford, L.

### Miscellaneous Advertisements (contd.)

# Manchester Corporation Waterworks.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY TO POLAND STREET DEPOT. MANCHESTER, OF THE FOLLOWING MOTOR

SEVEN FORD 5-CWT. VANS, fitted with two front scale, heaters and flashing indicators. TWO FORD 3-TON THAMES TRADER LORRIES (DIESEL), wheelbase 138 in., end-tipping, two front scats and flashing indicators.

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TWO FORD 30-CWT. NEW LOW CHASSIS (DIESEL).

fitted with special van body to give overall maximum
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shutters, two seats and flashing indicators.

No official documents are being issued and tenderers should authority full opening allowed of the vehicles uffered. Tenders in sealed envelopers endorsed "Tender for Motor Vehicles" must reach the Chairman of the Waterwork Committee. Monday, January 26, 1959.

THINGOE RURAL DISTRICT COUNCIL THE COUNCIL INVITES TENDERS FOR THE

# DIESEL-POWERED REFUSE COLLECTION VEHICLES.

EACH OF 25 CU. YD. CAPACITY, AND THE PURCHASE OF AN EXISTING REFUSE COLLECTION VEHICLE IN PART-EXCHANGE.

Details of the new vehicles required may be obtained from the Council's Engineer and Surveyor at the undermentioned address, and tenders (net) in blain scaled envelopes, endorsed "Refuse Vehicles," must reach the undersigned not later than first post on February 9, 1959. The Council does not blied itself to accept the lowest or any tender.

l Northgate Street, Bury St. Edmunds.

793-38

January 1, 1959.

### LUTON BOROUGH COUNCIL

OFFERS ARE INVITED FOR THE PURCHASE AND REMOVAL OF ONE OR BOTH OF THE FOLLOWING VEHICLES, AS LYING AT THE PUBLIC CLEANSING DEPARTMENT, WHERE THEY MAY BE INSPECTED BY ARRANGEMENT; BOTH VEHICLES ARE IN RUNNING ORDER:-

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to forms of tender are being issued. Offers should be ent in a plain, sealed envelope endorsed "Offer foldor Vehicles," to the Director of Fublic Cleansing 9 Windmitt Rd., Luton, Beds, not later than Tuesday January 20, 1959.

WEST SUFFOLK COUNTY COUNCIL.

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ALAN F. SKINNER.

Clerk of the County Chuncil

Shire Hall, Bury St. Edmunds, January, 1959.

CITY OF BRADFORD.

HEALTH DEPARTMENT.

TENDERS INVITED FOR SUPPLY OF 3 35-CWT. BEDFORD

JI PETROL-ENGINED A MBULANCES.

Full specification and details from the Medical Officer of Health, Town Hall, Bradford, I. Tenders in plain envelopes marked "Tender for Ambu-lances" should reach the undersigned not later than first post on January 23, 1959.

H. LEATHEM,

793-71

### Miscellaneous Advertisements (contd.)

HAMPSHIRE COUNTY COUNCIL.

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(B) TEN B.M.C. 5-CWT PICK-UP TRUCKS Forms of tender may be obtained on application to the County Surveyor, The Castle, Winchester, 793-213

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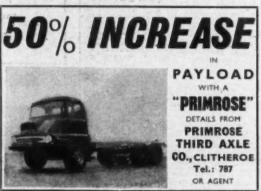
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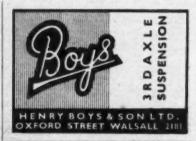
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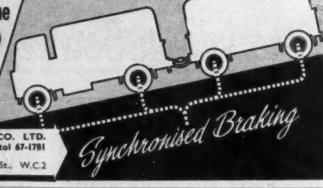
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